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337 • July 2001
Easyriders
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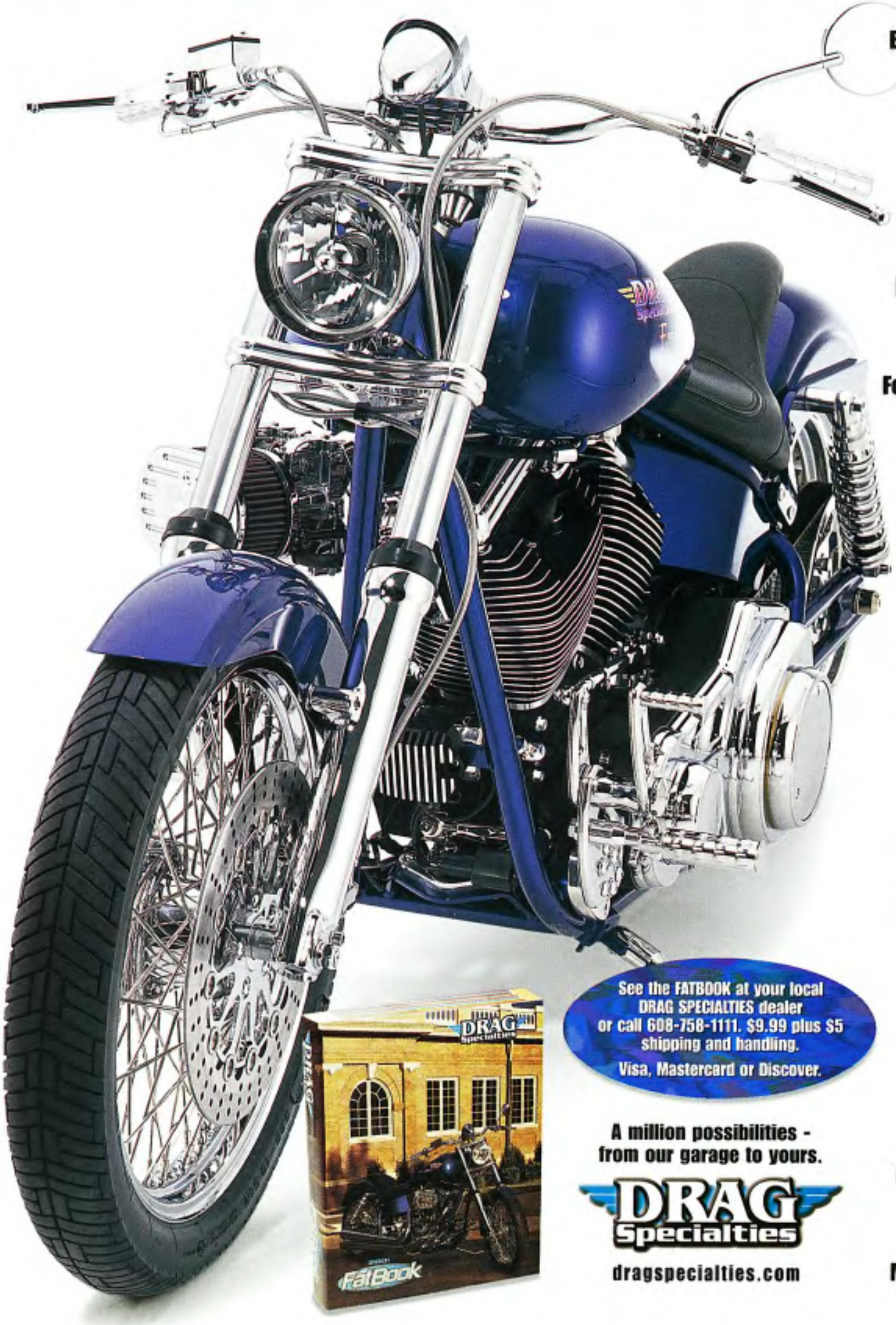


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Fresh from our "Nail Your Head To The Floor" Department: A construction worker accidentally cut off his hand with a power saw. It hurt so bad that he wanted to divert his attention from the pain so he shot himself in the head with a nail gun several times. His hand (or lack of) not only kept on hurting, but he then had at least **a dozen painful 1-inch nails** sticking out of his head (I know how that feels).

A guy in Canada challenged his 1986 $75 speeding ticket. After racking up $75,000 in attorney's fees to make his point that the system of photographing speeder's cars was **unfair,** he said that his wife didn't agree that this was a good way to spend the household budget. Although he admitted that he was speeding, he said, "If I let it go, I wouldn't feel good." (Alright! A man with principles.)

You gotta give him credit for trying. A guy counterfeited a $200 bill (yes, that's right $200) which featured a picture of **George W. Bush.** He gave it to a Dairy Queen employee for an ice cream he had ordered. The employee actually gave him change—$197.88. (The Secret Service later said it wouldn't file charges because the bill was so crude that it would be difficult to prove to a jury that it could be confused with real currency.) Do you suppose Dairy Queen kept that kid on the job?

When six escaped maximum-security inmates were recaptured, one said the highlight of his brief freedom was the outstanding convenience-store **bologna sandwich** he ate. (It's the little things in life that make it all worthwhile.)

Here's an "alarming" story. The absence of a central system of flashing alarms or bells to notify fire stations when 911 calls came in was recently uncovered in a Detroit News investigation of the city's firehouse. This is the way the 15-year-old system currently works: When the **911 operator** sends a message to the firehouse computer, the "print" function on the dot-matrix printer automatically engages, moving the paper feed up, dislodges a lead weight from the table, and trips a switch which activates a bell on the wall. As it seems to work pretty well, there are no plans to update it.

A man was arrested on his way to the airport while trying to smuggle out five parakeet eggs, which he had stored (very carefully) **in his crotch** to keep them warm. Which, of course, begs the question: Do you suppose that if he hadn't been caught, the warmth of his crotch would have hatched the eggs and he would have had baby parakeets flying around his gonads, pecking away on his dick looking for food?

This guy was way too upset over losing $50 while gambling so he decided to take matters into his own hands. He went to the parking lot where his car was parked, walked over to a light pole and banged his head against it three or four times. Then he reached down for some dirt and gravel and smeared it on his face. Taking a look in the truck's mirror, he decided it wasn't the look he was trying to achieve so he **smashed his head** several more times. He then returned to the casino and reported a "robbery" and said he had been beaten up. Little did he know there was a surveillance camera in the parking lot that had recorded the whole thing (Now that's funny shit!).

From our **"Wood Pussy"** File: I was just looking up a word in the dictionary and came across "wood pussy," which the dictionary said was a skunk. Thought I'd pass this along to broaden your knowledge.

They charged him with disturbing the peace after he allegedly **pulled down his pants** in the busy first-floor lobby of a courthouse and photocopied his ass. He had made two copies and was working on a third when the police arrested him. He was heard to say, "What did I do? What did I do?" What a butt.

The latest "Zoophilia" File reports: A 71-year-old father tried to kill his 44-year-old son by smashing him with a crowbar several times. Why was he pissed off? He was tired of his son's sexual relationship with his (dad's) dog. (Maybe a little jealousy?) When he pled guilty, his son said he was relieved because he was now the **"first-out-of-the-closet zoo (zoophile)."** Now he doesn't have to hide his sexual preferences although he steers clear of his dad's dog.

Now here's a dad with a short fuse. He got into a dispute with his 17-year-old son about the family dog. It seems the dad didn't think the dog should **sleep with a blanket,** but the kind and caring son thought it should. Dad apparently got a little overwrought and shot his son—fortunately not fatally. (And you think you've got troubles—when pressures mount, just remember that other people have worse problems than yours.)

The British are spending their tax money much the same as we do. They've sent personnel and helicopters to the Falkland Islands to learn whether penguins do, indeed, **topple over** when following the path of an aircraft overhead. When they solve this mind-boggling endeavor, I wonder how they'll put the findings to use (Hell, I certainly topple over easily).

# Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 337 • JULY 2001

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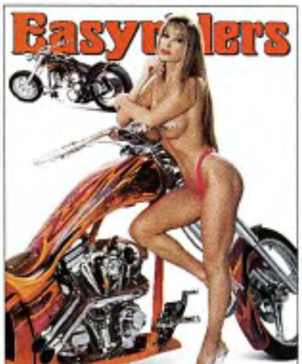
***PLUS: Sturgis Survival Guide***



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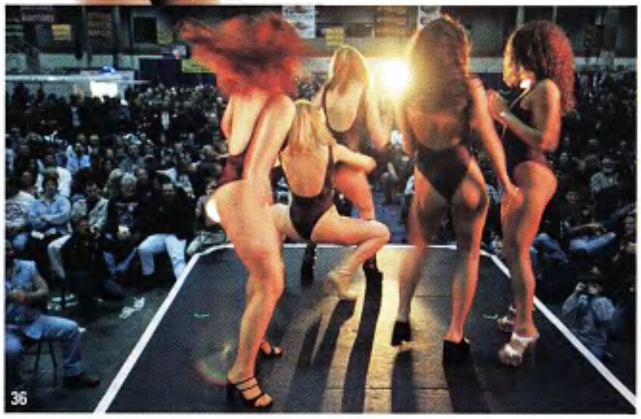

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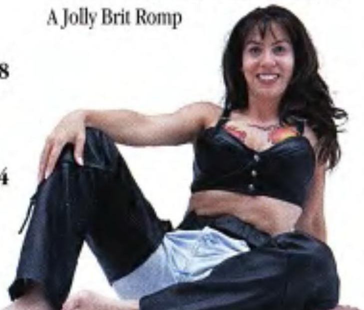

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**Cover: Awesome Amy Lynn with an Eddie Trotta chopper, photos by Don Rogers. Chica bike shot by Michael Lichter. Special defects imaging by Jeff Biggs. Special thanks to Billy Thornbury for the coffee.**

The next liver-quiverin' issue goes on sale July 3rd, 2001. **Printed in the USA.**

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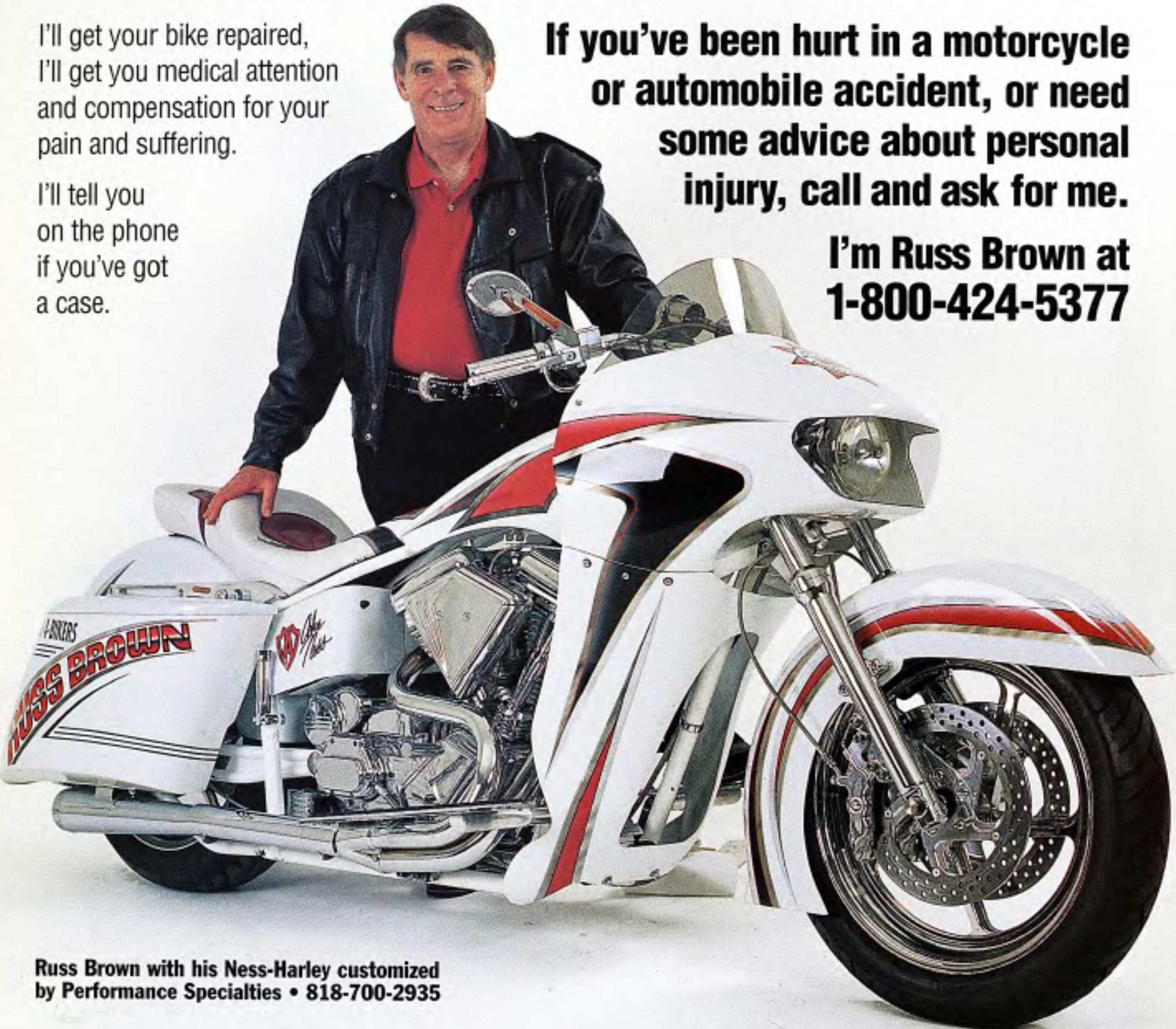


**Russ Brown with his Ness-Harley customized by Performance Specialties • 818-700-2935**

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# WordMonger

## All American-Made

I'd like to take issue with the statement your man Wrench made in "Talking Tech" (March 2001, Page 48): "I know there is this feeling that a 100% American bike would be best, maybe so, but since that day is not likely to ever surface again..."

I beg to differ with him.

The enclosed photo shows me with a run of cylinders in my son's machine shop for the 1947 knucklehead. This machine shop is in Ozark, Missouri, and the foundry is in Stockton Lake.

Our next run is going to be rocker housings. Then the cylinder heads, rockers, top and bottom tins, tappet guides, and left and right cases—hopefully every 90 days. Along the way I intend to swap for other knucklehead parts (front end, frame, etc.) to complete my bike.

I suppose this may give new meaning to the words, "build your own bike." When it's done, my brand-new knucklehead will be all American-made. It won't be a Harley-Davidson, the one hurdle I can't overcome.

I passed up a 1946 knucklehead when I got out of the army in 1964. I knew as soon as I saw the condition it was in I had neither the money nor the mechanical ability to do it justice. I've wanted one ever since, settling for three panheads and a 45-inch WLA.

Granted, it's been 37 years. Two years to a complete engine and a few more to a complete bike isn't that long. And when my project is complete, my new bike will be all American-made.

Mike Brown
Springfield, Mo.

### Time To Move On

In regard to people snivelin' about your rag and the old days, I'm sure some old timers got all limped-dicked and teary-eyed when they discontinued the Edsel.

I bought my first bike (a Trumpet) in '74. I'm riding a '99 Dyna Convertible today. In my mind, when I slide a Wide Glide for a ride down memory lane, I see the past of yesteryear.

Remember when Mutha was young and so tight she squeaked when she walked? Remember when the G-spot was the grand you put up front so your neighborhood dealer could order that new scoot for ya? Remember when you could stop by the side window and pick up a couple of burgers and lash them to your sled with a couple of sixers to go with the twisters in your cellophane on your 'boro pack? Women were broads then. You knew you were gettin' somethin' greasy besides your colors. Remember when Rohrer 714s were plentiful? Remember when they could bust ya for carrying, not what was in ya?

Sometimes a trip down memory lane is like an old friend. Good for the soul.

I miss Mutha, Spider, and those tasty tales from Solari. I also miss the ad for the mugs that looked like a genuine H-D oil can.

Your rag is fine. It's time to move on to the future. No avoidin' it.

If they don't like your rag, let 'em check out *Needlepoint Quarterly*. Fuck 'em.

Brian "Nook" Shirey
Greensburg, Pa.

### An ER Goof? Oh No!!

Those pesky Canadians! According to Page 33 of your March 2001 issue, they've picked up the city of Edmonton, ALBERTA and moved it 2,000 miles east to the province of Quebec. That must have been a hell of a feat!

A Proud Canadian
Larkspur, Colo.

*Hey man, stuff gets moved around all the time. The universe is constantly expanding, we can't help it.*

### Thanks

I want to say thank you. In the February issue (No. 332) I had a letter published asking for input regarding the modification of a scooter for use with hand controls. To date (Jan. 31) I've received 35 e-mails, three letters, and three phone calls from all over the U.S. I was amazed.

Responses came in many forms. Some offered solutions, some were looking for answers to the same questions I asked, some simply wanted to wish me good luck. One reply came from a biker locked up in Texas. I made sure I responded to each note I received.

Shortly after the letters started to arrive, my 15-year-old man-cub said, "Dad, I don't understand why people badmouth bikers. Doesn't seem like such a bad bunch of folks to me. They all want to lend a hand. Now I know why they call each other bro." From the mouths of babes, eh?

Again, I want to thank everyone who got in touch with me and want to thank *Easyriders'* editors for printing my letter.

Dave Puzzuoli
Skipperville, Ala.

### Living In The Past

My God! What's happened to *Easyriders*? This is not liver quiverin' reading.

I haven't read *Easyriders* for years just because it's not essential reading like it used to be. But the other day I rode past Easyriders of Reno and thought I'd stop in to see what's shakin'. I got ahold of an issue and leafed through it. Where's the edge? The bikes are okay as in any other Harley mag, and the chicks are pretty but strictly average compared to *Penthouse*. There's not one four letter word in the stories. The new *Easyriders* is more like *Cosmopolitan* with bikes. Maybe not even that good. At least *Cosmo* has its monthly sex quiz.

Butch Ekins
Sparks, Nev.

*Does that mean you actually read* Cosmo's *sex quiz every month? Maybe you haven't noticed, but the world has changed a lot since 1971 and so have we. If our readers wanted us to be edgy we'd give them both barrels. If you want some reading material that's more hardcore, try our sister publication* BIKER.

### A Differing Opinion

Just writing to say that I last bought your magazine in 1981, and after 18 years of not buying it, I started buying it again in June 1999. When I saw what I'd been missing, I nearly shit.

Anyway, keep doing whatever it is you're doing. I love the gorgeous ladies, custom bikes and stories that are in your mag every month.

My 1973 Triumph Bonneville has been mothballed since 1982, and it'll be coming out of the mothballs so I can hit the road with it once again. So stay tuned.

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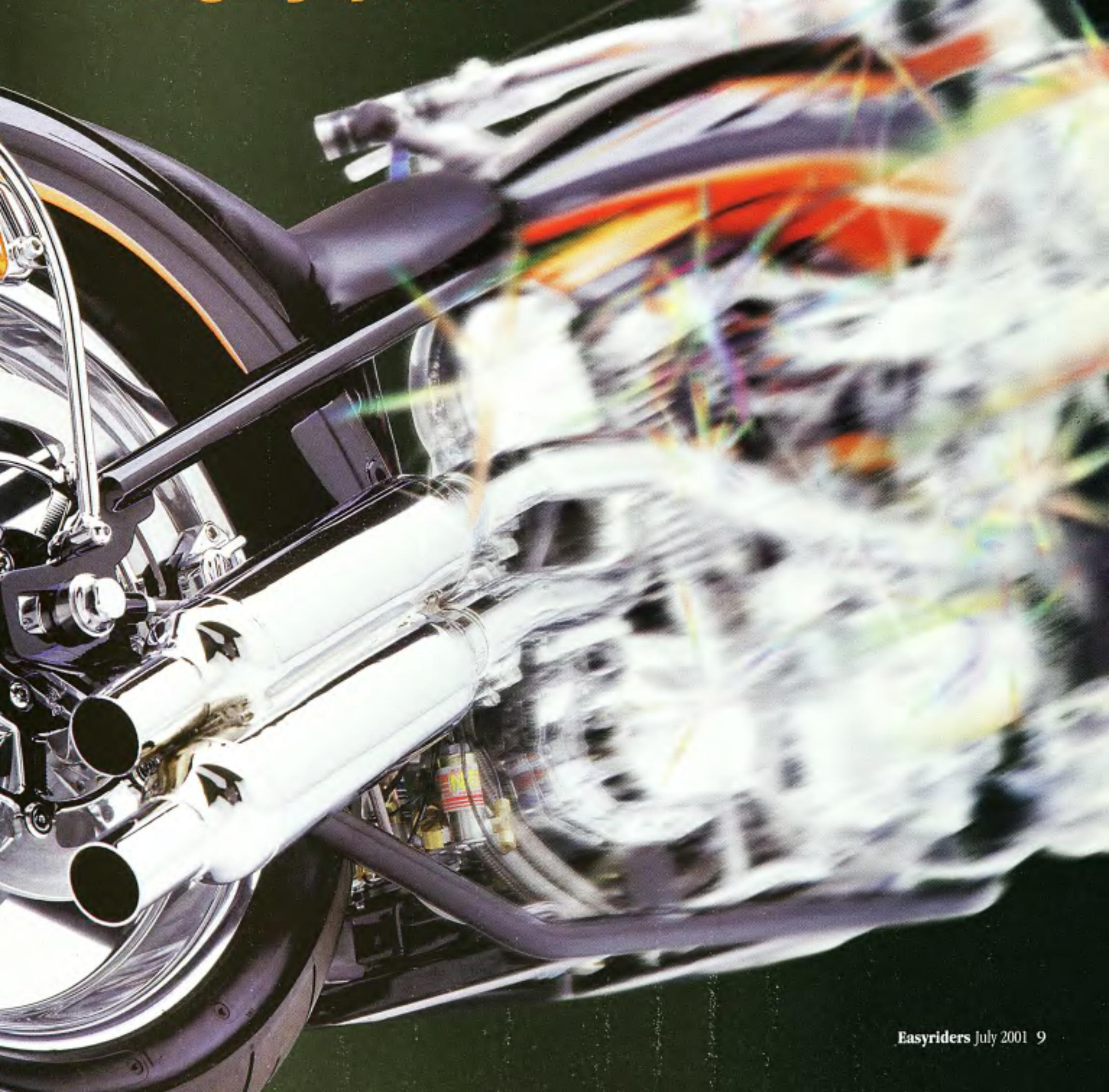
Ed Martin is on top of the world. His company Chrome Specialties is known for having some of the coolest custom goodies, and a complete line of killer clothing for today's hip biker. Ed, or Mr. Lucky as he's been known for many years, is the lord and master of cool and single-handedly has come out with a slew of tasty products that harken back to the kustom kulture madness of the late '60s and early '70s. We're talkin' Z Bars and girder front ends man! If it's too bitchin' to believe, Ed's probably behind it. He also plays a mean blues harmonica.

We've shown off some of the custom rides that Chrome Specialties put together in the past (such as "Wanna Play", *Easyriders* June 2000 issue). They all are made from stuff found in the enormous 900-plus page Chrome Specialties catalog. When it came time to build another mind-melting custom scooter last year, Ed definitely had a few tricks up his sleeve. He asked world-famous Chica, of Chica's Custom Cycles, to create a custom bike that would blow the doors off of the overly shiny custom world.

CHICA BUILDS ONE FOR MR. LUCKY

# Mighty Quick

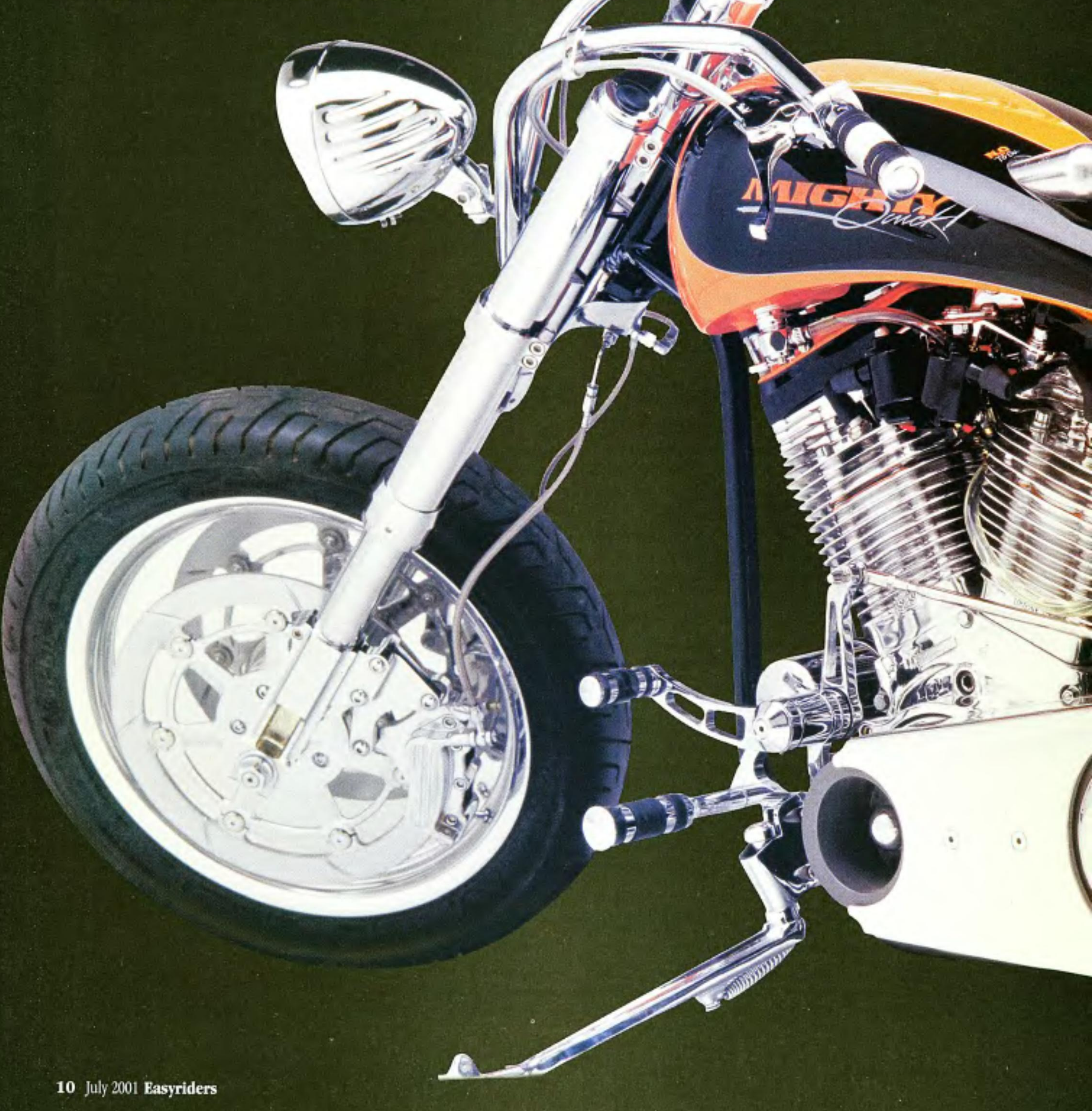


He wanted to take us all back to the days of raw horsepower (you know, when riding was a stone gas) and raw design. Ed remembered the choppers of his youth and imagined those wild days coming back full blast. Well, take a look kids, the good times are here again.

Chica conjured up a nasty little ride called Mighty Quick. Powered by a fire-breathin' 113-cubic-inch S&S motor with Compu-Fire ignition and yep, that's a nitrous bottle peekin' outta that Chica-built gas tank. This thing is a scorcher with enough attitude to reform the custom world in a blink. Chica started by building a goose rigid frame with a 43-degree rake and 3 inches over in the tubes. Many of the other bits and pieces can be found right in your handy dandy Chrome Specialties catalog.

Al Martinez handled the orange and black paint and you can bet that when Chica rolled this puppy out into the light of day for Ed to check out, well...Mr. Lucky turned this puppy over, hit the go juice and hasn't been seen since.

Wanna build yourself a righteous ride the old school way? Give the folks at Chrome Specialties a call: (800) 277-8685 —*Phantom*



MIGHTY Quick!
Easyriders

**Owner:** ..Chrome Specialties, Inc.
**City:** ........................Anytown, USA

**General**

Fabrication: ..........Chica's Custom Cycles
Year and make: ..2000 CSI Special
Model: .....................Mighty Quick
Assembly: ..........................Chica
Time: .............................2 months
Chroming: ......South Bay Chrome

**Engine**

Year: .....................................2000
Model: ..............................S&S 113
Rebuilder: ...........................Chica
Ignition: ........................Compufire
Displacement: ....113 cubic inches
Lower end: ..............................S&S
Balancing: ...............................S&S
Pistons: ..................................S&S
Cases: ....................................S&S
Heads: ....................................S&S
Cam: .......................................S&S
Lifters: ....................................S&S
Carb: ...................................S&S G
Air cleaner: .............................CSI
Pipes: .......................................CSI
Mufflers: ..................................CSI

**Transmission**

Year and make: ............2000 JIMS 5-speed
Engine sprocket: ......Rivera 3-inch open belt
Trans sprocket: ................24-tooth
Wheel sprocket: ..............48-tooth

**Painting**

Molding: ......................Al Martinez
Painter: .......................Al Martinez
Color: ...............black and orange
Type: ......................House of Kolor
Special paint: ............Bob Iverson

**Frame**

Year and make: ........2000 Jammer
Builder: .................................Chica
Type: ...........................goose rigid
Rake: ...........................43 degrees
Stretch: ....................3 inches over

**Accessories**

Bars: ....................................Chica
Risers: .....................................CSI
Handlebar controls: .............AMS
Fenders: ..................................CSI
Headlight: .......................Jammer
Taillight: ..................................CSI
Dash: .....................................none
Pegs: .......................................AMS
Electrics: ..............................Chica
Foot controls: ........................AMS
Gas tank: ................Chica Chrome Specialties
Oil tank: ...............................Chica
Primary: ..............................Rivera
Seat: .......................Bar Industries
Sissybar: .............................Chica
Mirrors: ....what's behind me is not important
Grips: ................................Jammer

**Forks**

Type: ..................................Ceriani
Extension: ............................stock
Builder: ................................Chica

**Wheels**

**Front**

Type: ........................................CSI
Size: ..................................16-inch
Rim width: ...................2.5 inches
Tire: .......................................Avon
Brake: .....................................GMA

**Rear**

Type: ........................................CSI
Size: ..................................18-inch
Rim width: ........................5 inches
Tire: .......................................Avon
Brake: .....................................GMA
**Photos:** ................Michael Lichter

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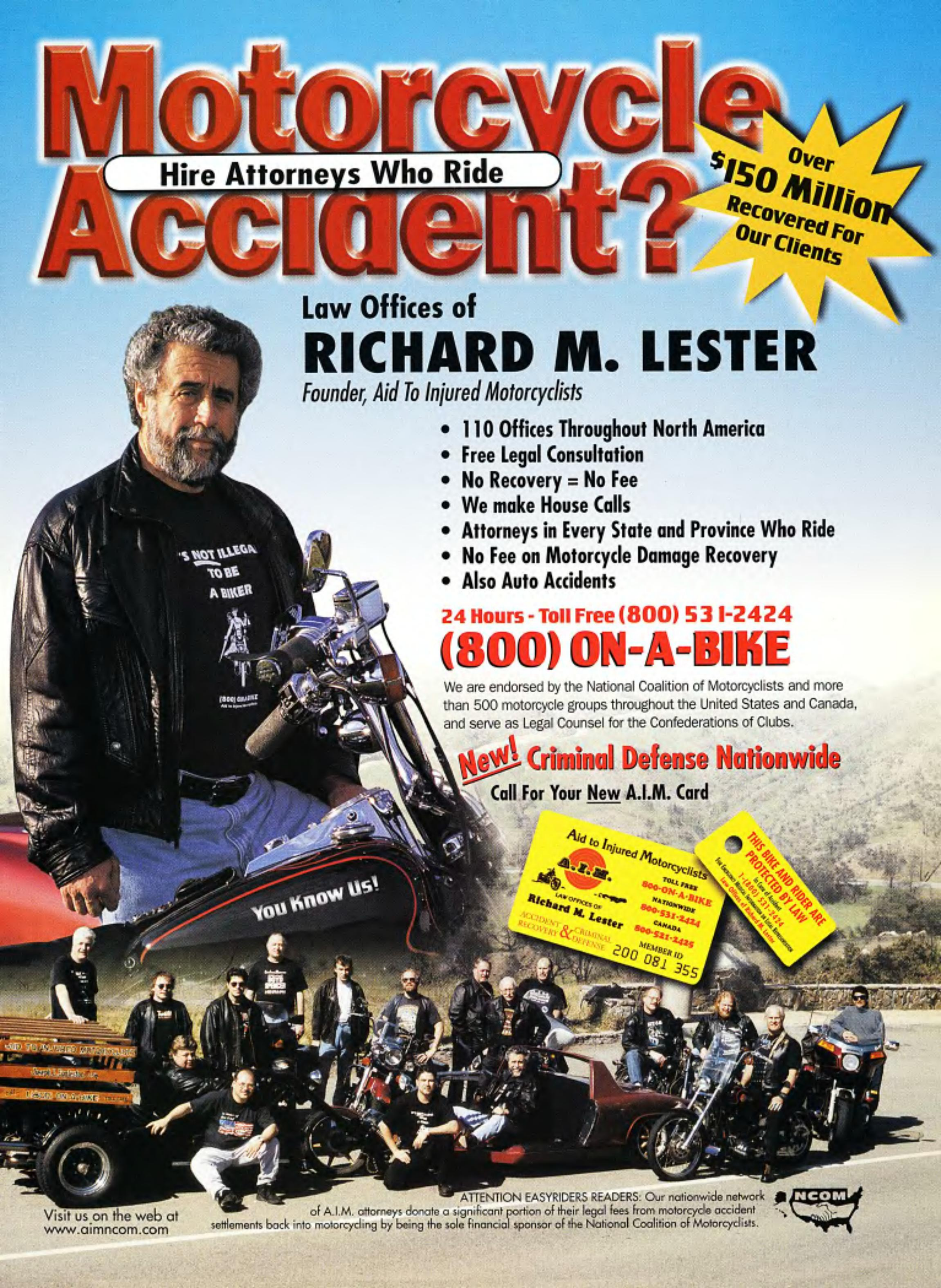
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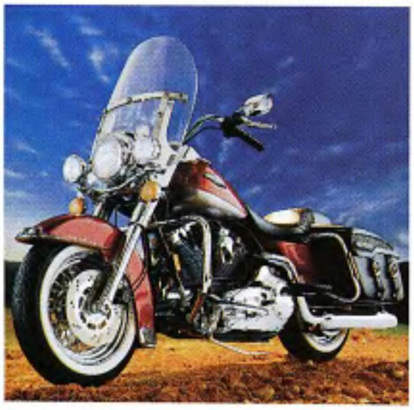
NCOM

## Adapt A Plate

Wanna install a Twin Cam 88 motor into an Evolution-style solid-mount frame? This CNC machined (from 7075 billet aluminum) adapter plate from MID-USA will do the trick for ya. Unless you're using a TC88B motor, that is. But let's assume you're not, in which case this kit containing alignment dowels, chrome plated Grade-8 hardware and installation instructions is the ideal way to go about making that change. For more info, consult the new 2001 MID-USA catalog or visit their Web site at www.mid-usa.com.

## Stroke Your Twin (Cam)

From JIMS USA comes this new 130-horsepower stroker kit, which is available in 106-, 109-, 113-, and 116-inch configurations, featuring CNC-milled, three-piece Twin Cam Stroker flywheels, JIMS forged aluminum pistons, JIMS performance H-Beam connection rods, and JIMS aluminum Big Bore cylinders. The 116-incher, which was dynoed at 130 horsepower with 145 foot-pounds of torque, is bound to kick some major ass at any red light. For more info, call JIMS at (805) 482-6913, or visit them on the Web at www.jimsusa.com.



## Long Live The King!

We're talking about the Road King, of course, or at least a miniature version thereof from the Franklin Mint. Scaled down to 1:10, the Road King Classic is assembled by hand from more than 195 separate parts and handpainted in authentic H-D Aztec orange and diamond ice. It captures every detail of the original— its wheels spin, the steering works, as do the suspension, the brake and gearshift pedals, the saddlebags open, and the kickstand holds the bike in place. Call (800) THE-MINT, or go to www.franklinmint.com.

## Ramm 'er, Too!

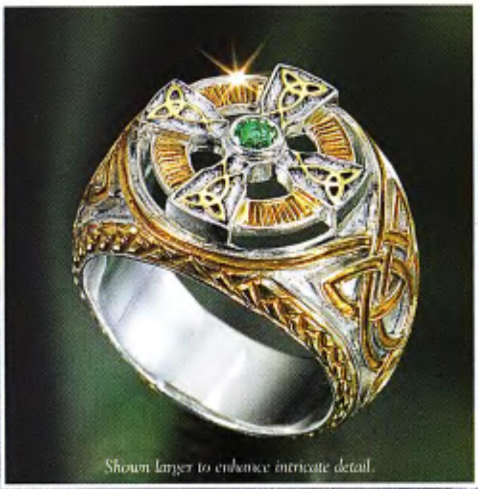
"More air, more power" is Dewey's motto. So, to make sure you're getting more of what you need to live, Dewey now supplies ya with his new Rammer II air cleaner cover, machined from 6061-T6 aluminum. It fits Screamin' Eagle air filters on Twin Cams. "Why cover up that new motor with the stock 'flying football' air cleaner cover?" Dewey wants to know. Why indeed, when you have a Rammer II? Call Dewey at Dewey's Custom Pegs: (505) 326-5998. Or visit him at www.deweyspegs.com.

## Trick Trees A-Triple

Paul Yaffe has been on most folks' lips for a while now, so he probably figured, why not turn a trick or two. Trick triple trees, that is. CNC machined from 6061 T-6 architectural grade aluminum and then chrome plated, these trees feature hidden top caps, a stainless collected locking system, and they even have the brake lines routed internally through them. They're available for wide glides using 41mm fork tubes and are compatible with single or dual discs. Check www.paulyaffeoriginals.com, or call Paul at (602) 840-4205.

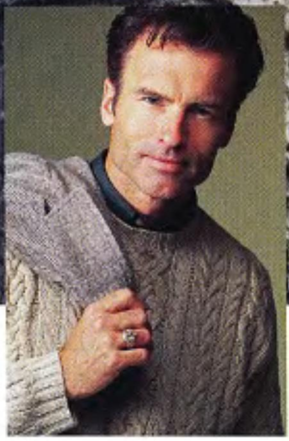
Out of the mist of an ancient Irish past...comes a bold symbol of pride and heritage.

# The Power of the Emerald Isle Celtic Cross Ring



Shown larger to enhance intricate detail.

Genuine emerald center stone.
Solid sterling silver.
Gleaming 24 karat gold accents.



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This dramatic ring is offered *exclusively* through The Franklin Mint. It will arrive in a deluxe presentation case, complete with a Certificate of Authenticity, attesting to its bold Irish heritage. Payable in convenient monthly installments.

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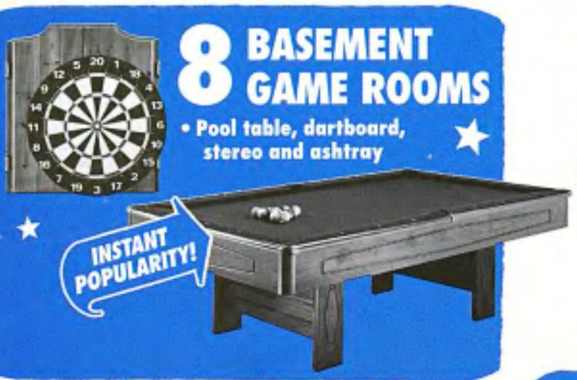

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IMPORTANT! In order to be eligible for a prize, you must indicate your date of birth and sign your name in the spaces provided on the entry form certifying that you are a smoker, 21 years of age or older as of date of entry.
2. WHERE TO MAIL YOUR COMPLETED ENTRY: Mail your completed entry form in a hand-addressed 4-1/8" x 9-1/2" #10 (business-size) envelope, with a first-class postage stamp affixed, to: Basic Part 3 Sweepstakes, P. O. Box 4287, Blair, NE 68009-4287. Limit one entry per outer mailing envelope. Entries must be received by 9/07/01.
All entries must be on official entry forms only. No photocopied or mechanically reproduced entry forms accepted. For each additional sweepstakes entry form you would like to receive, send a separate, self-addressed, stamped #10 (business-size) envelope to: Basic Part 3 Entry Requests, P.O. Box 4132, Blair, NE 68009-4132. Limit one request per outer mailing envelope. Residents of the state of VT only need not affix postage to return envelopes. Participation limited to residents of the U.S. who are smokers, 21 years of age or older. Entry form requests must be received by 8/10/01.
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Acceptance of prize offered constitutes permission to use winner's name and likeness for commercial purposes without further notice and compensation, unless prohibited by law.
4. PRIZES AND APPROXIMATE RETAIL VALUES (ARV): A total of 2,122 prizes will be awarded as follows: **(1) Grand Prize**—a Genesis Homes "Dream House," including $20,000 towards property and home furnishings, and a Royal Floor Mats™ Aqua Flow® series Welcome Mat or $150,000 in cash (ARV: $150,000). Winner must obtain or provide property on which to build the house within one year of winning prize; **(3) First Prizes**— a brand-new Ford Pickup Truck or $25,000 in cash (MSRP $25,000 ea.); **(8) Second Prizes**—a Basement Game Room, including an AMF/Playmaster pool table, including installation, Philips stereo system, a GLD™ dartboard and ashtray (ARV: $4,449); **(5) Third Prizes**—a 5-day/4-night trip for two to a South Carolina Beach resort, including roundtrip coach air transportation from commercial airport nearest winner's home, 4 nights' accommodations (1 room/double occupancy), use of a rental car, $1,000 spending money and his & her flip-flops and Hawaiian shirts (ARV: $4,274 ea.); **(10) Fourth Prizes**—a Royal Outdoor Products™ Winchester™ Work Shed, including a wheelbarrow and $500 for tools or $1,981 in cash. Installation not included. Assembly required (ARV: $1,981 ea.); **(25) Fifth Prizes**—a Coleman® Scanoe® DLX with two paddles or $623 in cash (ARV $623 ea.); **(50) Sixth Prizes**—Omaha Steaks® (to be awarded in the form of certificates), steak knives and a gallon of specialty sauces (ARV: $507 ea.); **(200) Seventh Prizes**—a Weber® Gas Go-Anywhere® Grill and napkins (ARV: $60 ea.); **(120) Eighth Prizes**—12 months of fruit from Entrees To Excellence (ARV: $496 ea.); **(250) Ninth Prizes**—an Algoma Hammock, including a "Do Not Disturb" sign (ARV: $187 ea.); **(450) Tenth Prizes**—a Sweatshirt (Size L) (ARV: $30 ea.); **(1,000) Eleventh Prizes**—a coupon for a free carton of Basic cigarettes (ARV: $26.25 ea.). Residents of the states of MN, UT and King County, WA will receive the cash equivalent of the carton coupon. Prizes consist only of those items specifically listed as part of the prize.
5. For the names of prizewinners, available after 12/10/01, send a separate, self-addressed, stamped, #10 envelope to: Basic Part 3 Sweepstakes Winners, P. O. Box 4143, Blair, NE 68009-4143, to be received by 9/07/01.

ENTRY FORM

Call it nostalgia, call it regained youth, or just call it Minnesota's Master Builder Donnie Smith's answer to the new chopper craze. In any case, Donnie found several good reasons to create the Re-Chopper seen here. Tracing his roots as an "OCG" or original chopper guy, Donnie was responding to the public's interest in classic chopper styling as well as to the availability of updated "chopperish" components that blend the best of the old and the new technologies.

"I always enjoyed choppers and had a lot of fun with them back in the '70s building a lot of the raised backbones which we used to call 'raised-neck' bikes," Donnie told us. "Now they're back in style, plus I was reintroducing a girder we had back in the old days of Smith Bros. and Fetco. It's been redesigned as an upgraded version with rubber-mounted handlebars and so forth; then we matched it to one of our frames modified to handle a 230 big tire. We've also been doing some design work for Chrome Specialties, and the bike's frame is similar to their new chopper model and their 250-style frame. The oil tank is another one of our product designs as are the bike's pipes; more new products for Chrome Specialties. So this bike was born as a work-base for coming up with new parts and also so I could have something new for a ride. And it was about time!"

In other words, the bike is a rolling test-bed for several new Donnie Smith Signature components. In this case, the "bed" has bunked plenty of real-world miles and in the process received rave reports from its test pilot, Donnie himself who says, "I rode it on that Thunder Over Dixie Ride. It was awesome. We rode from Nashville to Chattanooga, to Atlanta, to Savannah and onto Daytona Beach. We had a great time, and we had a great group of people. I definitely have plans to do it next year. But when they saw me riding that bike, everybody said, 'what, a chopper?' And I'm not a kid; I'm 58 you know. I said, 'well, it's something I want to try.'

DONNIE SMITH'S GIRDERED RE-CHOPPER

# Violently Violet

"So we're running the 250 miles from Atlanta to Savanna, and I was with a bunch of guys on baggers, and they say, 'OK, Donnie, you just set the pace you can handle, and we'll follow you.' So I get out there, and the bike has a TP 113-inch motor with a 6-speed. Hell, at about 85 miles per, it leveled out really nice. Those bagger guys were ringing those things trying to keep up with me. I was having the time of my life, cruising down the road riding with one hand. 'Damn, you're more comfortable than we are', they said. And all the new components worked great. It's been a fun piece for me."

Asked what he thought of the 113-inch TP Engineering motor Donnie says, "I think quite highly of them. I betcha we've got five bikes in here with TP 113s, and another one just came in with three more to order. With the bigger bore and shorter stroke, the chopper was running smooth enough at 85 to balance quarters on the gas tank, something you wouldn't expect from a rigid mount, softail bike."

If you've got your eye on Donnie's newly designed girder front end, it's about to be unleashed to the public through Custom Chrome and Chrome Specialties. Another of the chopper's pieces, [*in R&D right now but soon to be released to the public*] is Donnie's trick pulley and rotor. Donnie describes it as a spokeless pulley-and-rotor design where everything goes straight back to the wheel instead of down to the hub. "It's so clean that people at first don't notice it. Everybody who looks at it tries to reach in because they think it's hollow and they can reach through the wheel to the other side. The spokes blend in because they're directly behind the pulley, and people just say, 'Wow!' It's something I've been kicking around, and we're pretty excited about it being a home run."

Mark that up to another in a long series of home runs for Donnie Smith. If you want to step up to the plate yourself call Donnie at (763) 786-6002.

*—Paul Garson*

**Owner:** Donnie Smith
**City:** Blaine, Minnesota
Designer: Donnie Smith

**General**

Fabrication: Rob Roehl
Year / make: 2000 Donnie Smith Signature Series
Model: chopper
Assembly: Rob Roehl
Time: 4 months
Chroming: Pat Obinger

**Engine**

Year: 2000
Model: TP Engineering
Rebuilder: Don Tima
Ignition: Ness
Displacement: 113 cubic inches
Lower end: TP
Balancing: TP
Pistons / Heads: TP
Cam: Crane HI4
Lifters: TP
Carb(s): Edelbrock
Air cleaner: Edelbrock
Pipes: Donnie Smith-Samson
Mufflers: Donnie Smith

**Transmission**

Year: 2000 6-speed
Shifting: Ness
Engine sprocket: BDL
Trans sprocket: 32-tooth CSI
Wheel sprocket: Donnie Smith/John Galvin
Modifications: 6-speed

**Painting**

Molding: Greg Smith
Painter: Bryan Mahler
Color/Type: Candy Violet
Type: House of Kolor
Special paint: ..Crazy colors by Lenni

**Frame**

Year: 2000
Builder: CSI
Type: Donnie Smith Signature
Rake: 40 degrees
Stretch: 5 inches
Shocks: Works Performance
Modifications: special pulley/rotor by John Galvin

**Accessories**

Bars/Risers: Donnie Smith
Handlebar controls: Performance Machine
Headlight: Headwinds
Taillight: Donnie Smith
Speedo: DS Performance
Front pegs: Kuryakyn
Electrics: Don Tima
Gas tank: Rob Roehl
Oil tank: Rob Roehl/ Donnie Smith
Oil system: Goodrich
Primary cover: Donnie Smith/ Rob Roehl
Seat: Keith Nybo
Mirrors: Paul Yaffe
Grips: Donnie Smith/Signature Series

**Forks**

Type: Donnie Smith Girder
Extension: 6 over
Builder: Donnie Smith
Special Features: rubber-mount bars

**Wheels**

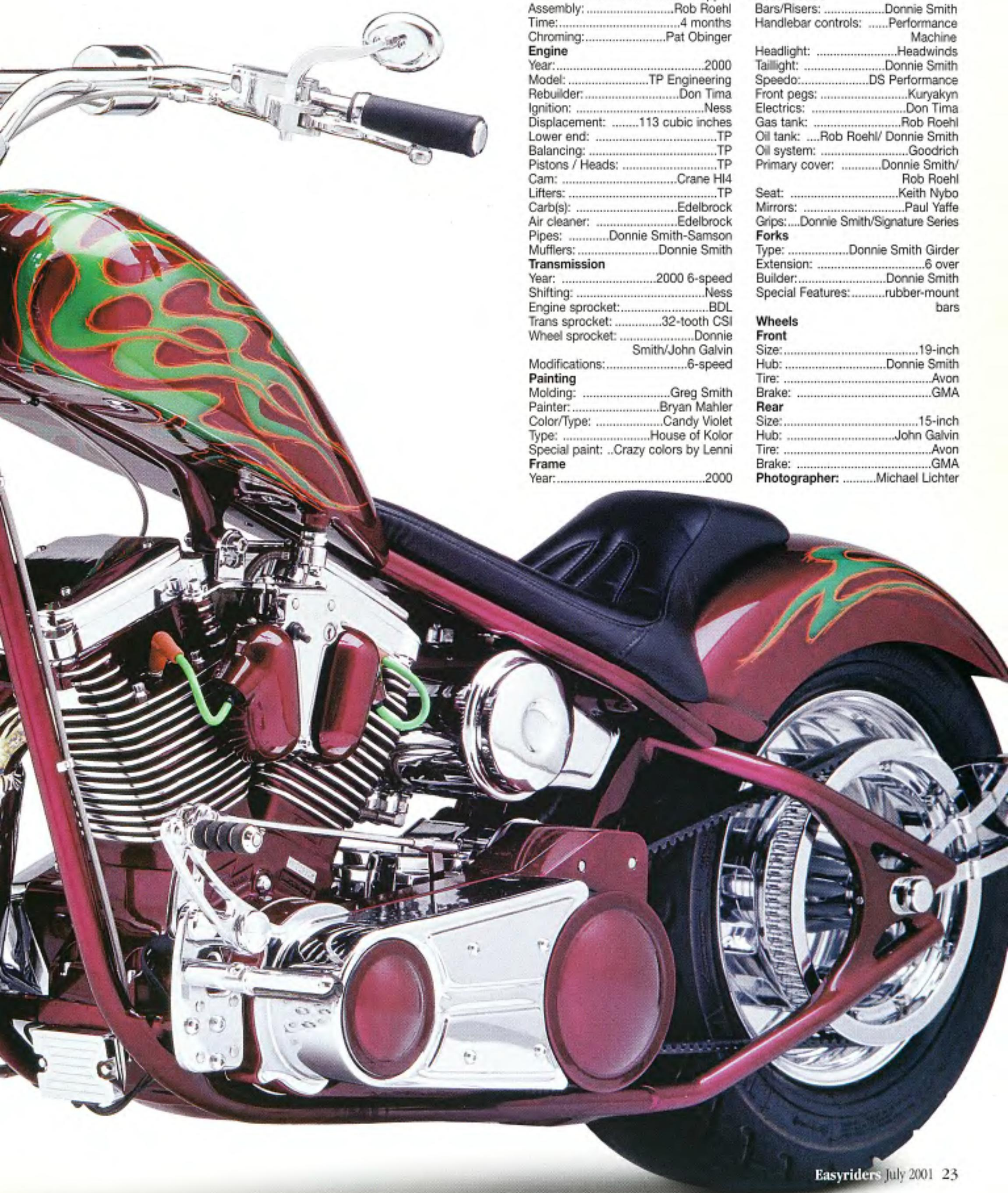
**Front**

Size: 19-inch
Hub: Donnie Smith
Tire: Avon
Brake: GMA

**Rear**

Size: 15-inch
Hub: John Galvin
Tire: Avon
Brake: GMA

**Photographer:** Michael Lichter



# Happenings

**ALASKA**
ABATE of Alaska
Info: (907) 566-3332

Run for Parade
Date: July 4
Place: Seward
Info: HOG Hotline
(907) 566-0999

Hope it's Hollister
Date: July 7
Place:Hope
Info: HOG Hotline
(907) 566-0999

Run For Pie
Date: July 28
Place: Kenai/Soldotna
Info: HOG Hotline
(907) 566-0999

**ARIZONA**
Bashful Bandit's Annual
4th of July Poker Run
Date: July 4
Info: (520) 881-9706

Muddy's Mine Poker Run
Date: July. 13-15
Info: (520) 384-3006

Too Broke For Sturgis
Date: July. 27-29
Place: Watson Lake
Info: (602) 678-4012

**CALIFORNIA**
Hollister Independence
Rally
Date: Jul. 6-8
Place: Hollister
Info: (831) 634-0777
Hollisterrally.com

VNV-MC Poker Run
Date: July 21
Place: VFW Fair Oaks
Info: (916) 349-2120
Bradsters.com

2nd Annual Rat Fink
Party and Kustom
Kulture Extravaganza.
Date: July 21
Place: Woodland Hills
Info: (800) 880-6567

Biker's Roundup
Date: July 31-Aug. 5
Place: Madera Fairgrnds
Info: (323) 883-1567

Poker Run
Date: July 21
Place: Livermore
Info: (925) 373-0946

**COLORADO**
Rockey Mt Thunder
Place: Pueblo
Date: June 29-July1
Info: (719) 564-0751

**CONNECTICUT**
Turkey/ Pig Roast
Place: Warren
Date: June 23
Info: (203) 263-7471

**FLORIDA**
HOGS for MDA
Date: July 21
Place: Pensacola
Info: (850) 492-5170

**GEORGIA**
Lids Off Protest Ride
Date: July 4
Place: To South Carolina
Info: (770) 297-1598

Scavenger Hunt
Date: July 15
Place: Kennesaw
Info: (770) 794-6788

Swap Meet/Bike Show
Date: July 29
Place: Fairgnds, Atlanta
Info: (404) 294-8900

**IDAHO**
Annual Ladies Ride/Run
Place: Plummer
Date: June 30-July 1
Info: (208) 245-2320

Idaho State HOG Rally
Date: July 5-7
Place: Boise to Salmon
Info: (208) 939-6217

Fun Valley Biker Rally
Date: July 13-15
Place: Deer Creek
Lodge on Anderson
Ranch Reservoir
Info: (208) 939-4415

Classics Summer Party
Date: July 15
Place: ABATE St. Joe
Info: (208) 245-4359

**ILLINOIS**
Made in America
Place: Chi. to Calif.
Date: June 23-July 8
Info: (800) CLUBHOG

23rd Annual Bash
Date: July 13-14
Info: (217) 544-7954

J&P Promotions 20th
Annual Motorcycle
Parts Extravaganza
Date: July 15
Place: Will County
Fairgrnds, Peotone
Info: (319) 462-6011

Annual Downed Rider
and Chapter Benefit
Date: July 22
Place: Buckhart Tavern
Info: (217) 544-7954

**INDIANA**
Hawg Waller
Place: ABATE Region 1
Date: June 29-July 1
Info: (219) 658-4682

ABATE Region 7 Project
2001 Benefit
Date: July 6-7
Info: (317) 422-8040

Christmas in July
Date: Jul. 14
Place: ABATE Region 0
Info: (219) 456-7218

Beanblossom Boogie
Date: July 19-22
Place: Beanblossom
Info: (317) 422-8040

Mid West America Rod
& Kustom Gathering
Date: July 20-22
Place: South Bend
Info: (615) 885-1279 or
(615) 714-7980

**IOWA**
Freedom Rally
Place: Humbolt
Date: June 29-July 1
Info: (641) 858-5001

ABATE 6 Summer Night
Poker Run
Date: July 21
Info: (402) 292-9798

**KANSAS**
Motorcycle Rodeo and
Field Events
Date: July 21-22
Place: 5 miles N. of
Levenworth on U.S. 73
Info: (913) 651-7425

11th Annual Pre-Sturgis
Hog Roast and Party
Date: July 27-28
Place: Conway Springs
Info: (316) 456-2305

**KENTUCKY**
Little Sturgis Rally
Date: July 20-23
Place: Union Co.
Fairgrounds, Sturgis
Info: (207) 333-9316
Littlesturgis.org

American Pride Run
Date: July 28
Place: Leichfield
Info: (270) 879-6333

Freedom Run
Place: Covington
Date: July 28
Info: (859) 356-3519

Double Date
Place: Florence
Date: June 29-July 1
Info: (615) 885-1279

**LOUISIANA**
Poker Run
Date: July. 28
Place: Capitol Area
Info: (888) 892-2669

**MAINE**
Bear Moon Run
Place: Franklin UBM
Date: June 24
Info: (207) 562-9017

**MARYLAND**
Anne Arundel Chapter
Liberty Poker Run
Date: July 7
Place: Glen Burnie
Info: (410) 766-6497

Frederick County
Motorcycle Rodeo
Date: July 7
Place: Woodsboro
Info: (800) 843-0252 or
(410) 263-9185

AHDRA Mid-Atlantic Ntl
Date: July 7-8
Place: Budds Creek
Info: (336) 924-2095
Ahdra.com

Carroll Cnty Poker Run
Date: July 8
Place: Carroll County
Info: (410) 876-2778

**MICHIGAN**
All Harley Drags
Date: June 23-27
Info: (517) 673-4743

HOG Ride in Bike Show
Date: July 7
Place: Little Lake
Info: (906) 228-5330

Penrickton Ctr Benefit
Date: July 14
Place: ABATE Region 15
Info: (313) 477-3449

Father Fred Benefit
Date: July 28-29
Place: Traverse City
Info: (231) 941-5573

**MINNESOTA**
State H.O.G. Rally
Place: Mankato
Date: June 29-July 1
Info: (952) 985-3056

Wolf's Head Motorcycle
Rally & Tour
Date: July 12-22
Place: Two Harbors
Info: (218) 384-9936

Ride For Kids
Date: July 22
Place: Capitol, St. Paul
Info: (800) 253-6530

Rumble to Revy's
Motorcycle Rally
Date: July 27-28
Info: (320) 974-3666

**MISSOURI**
Bikers 4 Kids Swap
Meet /Campout
Date: July 13-15
Place: Highlandville
Info: (417)724-2770 or
417-369-275
Bikers4kids.org

Charity Poker Run.
Date: July 22
Place: FORR #33.
Amvets, Knob Noster
Info: (660) 747-8825

**NEBRASKA**
Summer Ngt Poker Run
Date: July 21
Place: ABATE 6
Info: (402) 292-9798

**NEW MEXICO**
Fire and Ice Route 66
Bike Rally
Date: July 20-22
Place: Rt. 66 in Grants
Info: (800) 748-2142

**NEW YORK**
Harley Rendezvous
Place: Mariaville
Date: June 22-24
Info: (518) 864-5659

Easyriders M/C Rodeo
Date: July 6-8
Place: Orange County
Fairgrnds, Middletown
Info: (800) 962-9857

Annual Int'l Biker Party
Date: July 21-22
Place: Route 12-E Seaway Trail
Info: (315) 654-3694

March of Dimes Bikers for Babies
Date: July 28
Place: Albany, Buffalo, Rochester, and Syracuse
Info: (315) 463-0700

**OHIO**

July 4th Blowout
Date: July 4
Place: Liberty H-D, Akron
Info: (800) 284-4875 or (330) 535-9900

5th Annual Mid-Summer Blowout and Swap Meet
Date: July 8
Place: Mantua
Info: (330) 274-3141

Covered Bridge Run
Date: July 14
Place: Warren County
Info: (513) 932-1863 or (513) 932-9411

Bear Creek 2001
Date: July 20-22
Place: Bear Creek Amphitheater
Info: (330) 545-0707

Annual Car/Bike Show
Date: July 28
Place: Lebanon
Info: (513) 932-1863 or (513) 932-9411

**OKLAHOMA**

After The Races Party
Date: July 14
Info: (405) 936-RIDE (7433)

**OREGON**

Independance Day Run
Date: July 4
Place: ABATE Willamette Valley
Info: (541) 485-2352

Coos River Run
Date: July 13
Place: Coos River
Info: (541) 888-8081

ABATE of Oregon S.E. Chapter Run
Date: July 27-29
Place: Mt Hood
Info: (503) 252-4842

**PENNSYLVANIA**

Thunder in Cascades
Place: Newcastle
Date: June 29-July 1
Info: (724) 658-5510

Bikestock
Date: July 14
Place: Coopers Lake, New Castle
Info: (412) 766-9255

Walmart Bike Night
Date: July 14
Place: Pottstown
Info: (215) 234-8611

Inaugural Street Rod and Harley Show
Date: July 21
Place: Cycle Centre H-D/ Buell, Centre Hall
Info: (814) 364-1340

Easyriders M/C Rodeo
Date: July 27-29
Place: Butler County Fairgrounds, Prospect
Info: (800) 962-9857

**SOUTH CAROLINA**

North Star ABATE 22nd Annual Poker Run
Date: July 14
Place: Dixon
Info: (605) 842 3005

**TENNESSEE**

Nashville & Southwest Canoe Run
Date: July 14
Place: Buffalo River
Info: (615) 907-0304

Nashville Rodeo
Date: July 21
Place: Nashville
Info: (615) 907-0304

Sumner Cnty Poker Run
Date: July 28
Place: Gallatin

Christmas in July
Date: July 28
Place: Collierville
Info: (615) 907-0304

**TEXAS**

Bike Rally
Date: July 6-8
Place: Live Oak Resort (clothing optional)
Info: (936) 878-2216
Liveoakresort.com

**UTAH**

Annual July 4th Parade
Date: July 4
Place: Copperton
Info: (801) 973-0825

2nd Annual Power Ride
Date: July 7
Place: Offy's Customs, Salt Lake City
Info: (801) 467-2756

July Blast
Date: July 20-22
Place: Central Chapter ABATE
Info: (801) 973-0825

Rasberry Run
Date: July 28
Place: Northern Chapt ABATE
Info: (801) 973-0825

**VIRGINIA**

Thunder in the Mountains Poker Run
Date: Jul. 21
Place: Covington
Info: (540) 862-1355

**WASHINGTON**

Bearded Clam Run
Date: July 13-14
Place: Longbranch
Info: (360) 895-8693

3rd Annual Diabetes Poker Ride
Date: July 21
Place: Tacoma
Info: (253) 531-7041 or (253) 875-2063

**WISCONSIN**

ABATE of Wisconsin State Party
Date: July 20-21
Place: Clark County Fairgrounds, Neilsville
Info: (715) 285-7415 or (800) 386-4442
Abatewis.org

**WYOMING**

Iron Pony Ride
Date: July 30-Aug 3
Info: (800) CLUBHOG
www.hog.com

**CANADA**

Cross Border Run
Date: July 13-14
Place: Kahnawake
Info: (450) 444-4474

Annual M/C Charity Rally & Poker Run - Ride for Mental Health
Date: July 20-23
Place: Elliot Lake, Ontario
Info: (705) 848-2879

To have your event listed, get the info to us at least 4 months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax (818) 889-1252; www.easyriders.com

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# Easynews

If it's of interest to bikers, we'll print it.

**best bike week ever**

# Daytona 2001

Despite the huge gloom and doom predictions of the helpful medical and insurance industries, and some politicians hoping for any slight justification to reinstate Florida's recently repealed helmet law, this year's Bike Week resulted in only six official traffic fatalities, almost a third of last year's record number of 15 traffic deaths.

"Authorities had worried that this Bike Week would be deadlier than usual because it's the first one since Florida repealed its helmet law," noted the *St. Petersburg Times*.

In addition to an all time high 15 deaths last year, there were 281 crashes involving 570 people, according to the Associated Press (AP). This year the *St. Petersburg Times* reported that during the nine days of Bike Week there were 49 people admitted to the Halifax Medical Center in Daytona Beach, Florida.

An estimated 500,000 bikers poured into the Daytona area for the 60th Annual Bike Week, and many of them took advantage of Florida's newly won right to decide on helmet use.

ABATE of Florida, Inc. succeeded in modifying the state's 31-year-old mandatory helmet law to allow Freedom of Choice for riders 21 and older who can show proof of medical insurance coverage. The law became effective July 1, 2000.

"It was an excellent Bike Week," said "Doc" Reichenbach, president and lobbyist for ABATE of Florida who spearheaded the helmet repeal effort. Doc also serves as chairman of the board for the National Coalition of Motorcyclists (NCOM). "Hopefully this will take the wind out of the sails of those who want to put helmets back on our heads, at least for now," said Doc, "and we'd like to thank everybody who stayed at our ABATE Campground during Bike Week for helping ABATE of Florida raise the money we need to keep our state free."

*—Bill Bish, AIM/NCOM*

Photo: Michael Lichter

**Easyriders on HBO**

## "Naked States" Chronicles The Odyssey Of Artist Spencer Tunick As He Attempts To Photograph Nudes In Public In Every State Across America

Times Square, New York City, 6:03 a.m.: On command, more than 100 men and women of all shapes and sizes strip and assemble in the street, while artist Spencer Tunick fires his camera. Moments after the shoot, Tunick is handcuffed and hustled into a police car, the fifth time he's been arrested for photographing naked people in public places. After his release, he returns to his home in upstate New York to prepare the most ambitious project of his life—a five-month cross-country tour of the U. S., where Tunick hopes to shoot as many nudes in public in as many states as possible.

Challenging deeply held beliefs about nudity, privacy, sexuality and body image, *NAKED STATES* chronicles Tunick's pursuit of his unique artistic vision exclusively on HBO, as part of "*America Undercover Sundays*." The show originally aired on April 8 and again on April 11. Starting with a Connecticut shoot of a heavily pregnant woman and homeless man, Tunick settles into what becomes a familiar pattern: arrive at a city or town, solicit potential models with flyers, telephone calls or word-of-mouth, and wait at a designated spot the next morning, hoping his subjects will show up. As the tour moves successfully across America, his varied subjects offer insights into why they are willing to take their clothes off in public, including: a Boston woman who was raped six months earlier, and sees the shoot as a way to "reclaim" her body; a woman in Fargo, North Dakota, looking to rebel against her "repressed" town; and a man in Tennessee marking his 65th birthday by symbolically stripping away the past and starting anew.

During last year's Sturgis Rally, a 32-year-old woman happily disrobes for Tunick's camera as a way to get our attention here at *Easyriders*. It seems that *Playboy* might think the lady biker a bit over the hill, but her dream is to appear here in *Easyriders*. We are currently working with HBO to locate our would-be centerfold and try to make her dream come true.

*NAKED STATES* was produced and directed by Arlene Donnelly; produced by Jen Chaiken and David Nelson; executive produced by Susie Arnett; edited by Tom Donahu. For HBO: supervising producer, Nancy Abraham; executive producer, Sheila Nevins. *— Phantom*

run benefits hospital

## Help The Kids

If you're anywhere near Terre Haute, Indiana, on June 8 and 9, make this run to make a difference in some kid's lives. The fundraiser will benefit Shriners Children's Hospitals. Enter your scoot into the bike show with the first place winning bike appearing right here in *Easyriders*. There are also raffles, bike games, an auction, live music, hot bodies and even a poker run after the event. For discounts on hotels and other info., call Lady Dee at: (812) 237-0099. The run starts from American Legion Post #40, 2150 North 3rd Street in Terre Haute. *—Phantom*

industry news

## Indian Motorcycle's Ride Of A Century

By the time this mag hits your grubby little hands, Indian Motorcycle Company will have already kicked-off its 5,400-mile trek across America to commemorate the 100th Anniversary the company. The pilgrimage began June 11 in Springfield, Massachusetts, where the factory originally stood and is steadily winding its way west to the factory's new home in Gilroy, California—with a scheduled arrival date of June 30. Along the way, the riders will be staying close to various Indian dealerships en route to their final destination.

On July 4, a city-wide celebration will be held in Gilroy complete with bike shows, fireworks, and a free concert with Branscombe Richmond and the Renegade Posse. On July 13-15. Indian will return to Springfield, where the motorcycle was produced from 1901 to 1953, to join the city and its residents for a weekend long celebration. Get all the details on Indian's Web site: www.indianmotorcycle.com or call (800) 445-1759. *—Oil Can*

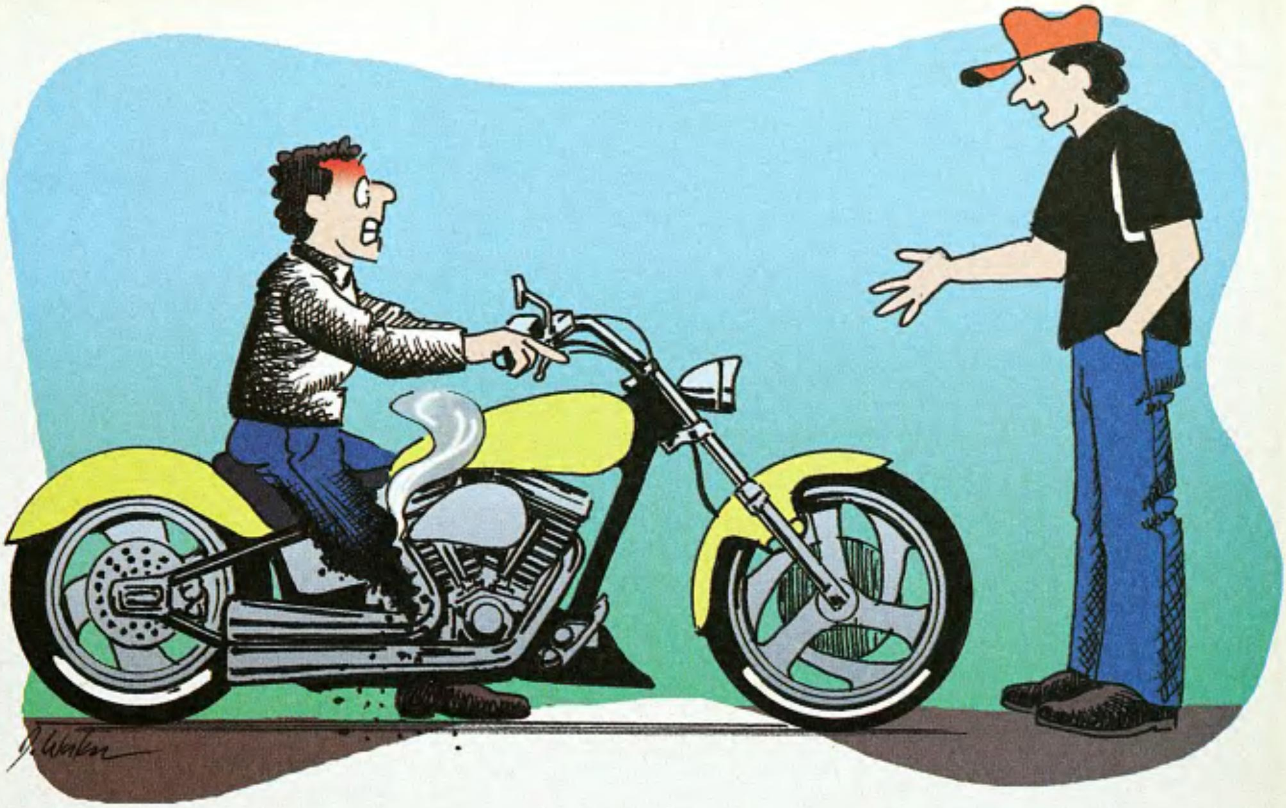
*How is life like a dogsled team?*

*If you ain't the lead dog, the scenery never changes.*

Sarah
West Coast

*Why won't cannibals eat divorced women?*
*Too bitter.*

"Retry" Puttin'



"So, how're those new pipes workin' out, man?"

free Easyriders

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Easyriders Scottsdale, 3748 N. Scottsdale Rd., Scottsdale
H-D/Kawasaki of Glendale, 5556 Grand Ave., Glendale

**California**
Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey
San Diego H-D, 5600 Kearny Mesa Rd., San Diego

**Colorado**
Easyriders Denver, 4090 E. Iliff, Denver
Thunder Mountain H-D, 1303 SW Frontage Rd., Ft. Collins

**Florida**
Easyriders Store, 605 Main St., Daytona Beach
Fletcher's H-D, 17129 U.S. 19 North, Clearwater
H-D of Miami, 19400 N.W. 2nd Ave., Miami
Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
Cycle Lab, 1911 S. State Rd. #7, Ft. Lauderdale
Heaven Cycle, 7254 S. W. 40th St., Miami

**Georgia**
Easyriders Columbus, 3441 Hamilton Rd., Columbus
Easyriders Atlanta, Units E&F, McDonough
Easyriders Valdosta, 1747 W Gordon St., Valdosta
Rebel's Customs, 560 SR 20 Spur SE, Cartersville

**Illinois**
Walter's Bros. H-D, 615 S. Maxwell, Peoria

**Indiana**
Brandt's H-D, Inc., 1617 S. Wabash St., Wabash
Easyriders Merrillville, 254 W. 81st Ave., U.S. 30, Merrillville

**Kansas**
Seber's Leavenworth Cycles, 222 Seneca, Leavenworth
Easyriders Wichita, 1201-E Central Ave., Wichita

**Louisiana**
Easyriders New Orleans, 4230 Veterans Blvd., Metairie

**Massachusetts**
Dave Frank M/C Sales, 81 Bridge St., Salem

**Michigan**
Saginaw Valley Motorworks, 3850 S. Huron Rd., Bay City
Easyriders Detroit, 120 N. Main St., Mt. Clemens
Detroit H-D, 25152 Van Dyke, Center Line

**Minnesota**
Twin City H-D North, 1441 85th Ave. N.E., Blaine

**Missouri**
Easyriders St. Louis, 14912 Manchester Rd., Ballwin
Alter Ego Cycle Supply, 4131 N. Brighton Ave., Kansas City

**Montana**
Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

**Nebraska**
Butterfield's M/C Parts, 8025 Blondo, Omaha

**Nevada**
Show Bike Performance Center, 17 E. Wyoming Ave., Las Vegas
Las Vegas H-D, 2605 S. Eastern, Las Vegas

**New Jersey**
Kosco H-D, 1149 State Route 23, Kinnelon

**New Mexico**
Easyriders Albuquerque, 4101 Menaul Blvd., Albuquerque
Drivers Travel Mart, 1-40 Sr 469, Ext. 356, San Jon

**New York**
H-D of Suffolk County, 4020 Sunrise Hwy., Oakdale
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World Wide Cycles, 100 St. Paul St., Rochester
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Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville
Easyriders Greensboro, 106 College Rd., Greensboro
Easyriders Wilmington, 6789 Market St., Wilmington

**Ohio**
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P&S MC Sales, 7220 Dixie Hwy., Dayton

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Easyriders Tulsa, 10816 E. 71st St., Tulsa

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Easyriders Ontario, 621 Hespeler Rd., Cambridge

**Texas**
Easyriders Dallas, 9304 Harry Hines Blvd., Dallas
Easyriders Houston, 12899 Westheimer, Houston

**Utah**
Easyriders Salt Lake City, 1716 S. State St., Salt Lake City

**Virginia**
Shenandoah H-D, 2800-C W. Main St., Waynesboro
Easyriders of Richmond, 3201 W. Broad St., Richmond

**Washington**
R&R Motor Inc., 2726 Bldg. E. Black Lake Blvd., Tumwater
East Side Harley, 13131 NE 20th/Northrup Way, Bellevue

**Wisconsin**
Mischler's H-D & BMW LLC, N. 8063, Hwy. 33, Beaver Dam
H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton

*You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.*



coast-to-coast

## Biker News

**MASSACHUSETTS BILL WOULD REQUIRE EVERYONE TO WEAR A HELMET:** As reported here last month, the Commonwealth of Massachusetts has a bill introduced to require the use of protective headgear for drivers and passengers of all motor vehicles. Motorcyclists rights activists are pushing H1263 to draw attention to the Commonwealth's current mandatory motorcycle helmet law, and they want legislators to be aware of the fact that over 90% of all automobile crashes result in a head injury, and that the state could save untold millions of dollars in public burden by requiring all vehicle occupants to wear a DOT-approved helmet.

**NEW MEXICO REPEALS HANDLEBAR HEIGHT LAW:** Governor Gary Johnson signed a bill into law on March 12 that repeals sections of the vehicle code that restrict the height of motorcycle handlebars, making New Mexico the fifth state to repeal or amend their handlebar height law. The other four states are Iowa, Arizona, Oregon, and Washington.

Most states enacted handlebar height laws in the '60s to give law enforcement officers a reason to stop and harass bikers because of the high handlebars on their choppers.

Representative Rick Miera, a long-time rider and member of the National Coalition of Motorcyclists' Legislative Task Force, introduced and carried the bill. Miera also introduced a bill to allow special motorcycle license plates for veterans and disabled veterans, which he said he expects to pass, and a biker anti-discrimination bill, which is still being heard.

Rick was a bikers' rights activist long before he became a politician, and is a perfect example of what can be accomplished when we elect our own people to public office.

"Around the state Capitol they call me 'the motorcycle guy,'" says Rep. Miera with a chuckle, "But when anybody even thinks about introducing a helmet law here, they come to me and I tell them 'Hell No!' and they go away."

**DISC JOCKEYS SUSPENDED FOR ENDANGERING BIKERS:** "A pair of

San Jose radio deejays who said on the air that motorists should open car doors or run over motorcyclists and bicyclists were suspended from KSJO-FM," reported the *San Jose Mercury News* on February 21, 2001.

"Kramer and Twitch" were the subject of several angry complaints from bicycle and motorcycle organizations, including NCOM, who said in a letter from executive director Bill Bish: "This type of behavior is inexcusable, particularly when broadcast to thousands of listeners who were probably driving their cars at the time they heard you," said Bish, continuing, "Motorcyclists are licensed vehicles, just like your car, and are subject to the same rules of the road and also to the same courtesy and respect."

In a press release announcing the suspension of the two on-air personalities, station manager John Sutherland said the pair made "an error of judgement and missed the mark" in an attempt at humor. He said the disc jockeys would be indefinitely suspended, pending an investigation.

**CHILDREN'S TOY OFFENDS MANY MOTORCYCLISTS:** When the German based toy company Playmobil began manufacturing their Adventure Police Set just in time for Christmas 2000, they apparently didn't realize that using bikers as "bad guys" would upset anybody. That is, until they received a tersely written letter from Toronto ABATE and the Ontario Confederation of Clubs.

"The depiction of a police officer detaining a rider is an image that should not be used in promoting your product," wrote Glenn Allardyce, president of Toronto ABATE, who went on to point out that, "A 1999 study commissioned by the Motorcycle and Moped Industry Council of Canada has found that the average motorcycle rider is now 43 years of age, married, employed with an income averaging $50,000 (Canadian), has received two-plus years of post secondary education and rides a motorcycle with an average retail value of $15,000. To project the image of the stereotypical rebel of the 1960s is a direct slap in the face to the riding community. It is especially offensive in that your product is directed at and used by children. This can only serve to reinforce such archaic and totally groundless fears about motorcyclists."

"Playmobil responded quickly and positively," said Brian Dodds, secretary of the Ontario Confederation of Clubs. "Within three weeks after the letter was sent, we received a reply from the Canadian office of the corporation apologizing and informing us that the toy would no longer be manufactured."

Russ Sawatzky of Playmobil Canada responded to the riders' concerns in his reply: "I assure you that it was never our intent to imply or promote a negative image towards motorcycle owners and riders.

"Playmobil's sole objective is to provide hours and hours of play value to children around the world. Now that you have expressed your concerns regarding item #3085 Police Adventure Set, we are in total agreement with your comments and this specific set will no longer be produced. We apologize for any offensive manner this set may have expressed to your membership and I assure you, in the future, we will achieve to be more objective when launching new products."

Congratulations to Toronto ABATE and to the Ontario Confederation of Clubs for their successful efforts in getting this situation resolved. And, as Dodds points out, "A special congratulations to Playmobil Inc. for exhibiting the true spirit of corporate and community responsibility. Truly a win-win situation for all involved."

**EASY BITER:** By devising "The Easy Biter," an invention that incorporates a set of motorcycle handlebar grips that make revving sounds while corn lovers nibble on their ears more easily, young Nicholas Kretschmer of Hales Corner, Wisconsin, was crowned the winner of the National Veggie Eating Invention Contest held last year at the U.S. Patent and Trademark Museum.

**THOUGHT FOR THE DAY:** "A plan to save humanity is almost always a false front for the urge to rule." —H.L. Mencken

*—Bill Bish, NCOM*

*The real reason men aren't any good at doing the laundry: washing machines don't come with remote controls.*

Richard Brown
Orangevale, Calif.

**win a bike!**

# The J&P "Build-A-Bike" Sweepstakes Is Back Again!

Yes, back by popular demand! John Parham and the folks at J&P Cycles are building a custom bike from the J&P catalog just for you. Yep, you could win a killer custom scoot absolutely free by entering the Easyriders/J&P Bike Giveaway. Next month in our September issue, we'll begin the bike-build right here in the pages of *Easyriders*. You can follow along as we build your dream bike. Look for details on how to enter the contest in the September issue of *Easyriders* and look for the finished bike at Sturgis this August!

**special event**

# Meeting Of The Minds 2001

Hosted by ABATE of Kansas, the MRF's Meeting of the Minds takes place September 27-30, 2001, at the Ramada Inn Downtown, 420 S.E. 6th St., Topeka, Kansas 66607. For room reservations call the Ramada at (800) 432-2424. Mention the MRF or MOTM for the special rate of $70 per night for single, double, or quad occupancy.

For those of you flying into Kansas City International Airport, ABATE of Kansas will provide free transportation to and from the airport. Call them at (800) 657-5763, or e-mail them at ldg21@aol.com with the name of your airline, flight number, and date and time of arrival. The latter is extremely important because the driving time between the airport and Topeka is at least an hour and 30 minutes each way, depending on traffic flow on I-70.

For additional info, call Pam Piacenti, the MRF's conferences director, at (248) 676-9150, or call the MRF's Bev Waters at (202) 546-0986. We'll see you there. *—Twiggy*

racing news

# AHDRA And Harley Announce A New Relationship

The Screamin' Eagle Performance Parts division of Harley-Davidson and the All Harley Drag Racing Association (AHDRA) recently announced the 2001 AHDRA presented by Screamin' Eagle Performance Parts series, a new drag racing points series designed to build excitement and increase the competition in 14 AHDRA quarter-mile classes.

The 2001 AHDRA presented by Screamin' Eagle Performance Parts series will pay cash to the top 10 plateholders in 14 specified classes, ranging from Top Fuel nitro-burning Harley racers to stock Sportster XL and Buell motorcycle racers.

AHDRA is more than just racing on the quarter-mile dragstrip. AHDRA events typically include a charity ride, bike show, extensive midway, quality food vendors and souvenirs.

"This is a dream come true for AHDRA," said Marty Tharpe, owner of AHDRA.

### AHDRA Motorcycle Drag Racing Series 2001 Schedule

| | |
|---|---|
| March 6-7 | Biltho, FL |
| March 31 - April 1 | Phoenix, AZ |
| April 21 - 22 | Reynolds, GA |
| June 9 - 10 | Norwalk, OH |
| June 16 - 17 | Denver, CO |
| June 30 - July 1 | Seattle, WA |
| July 7 - 8 | Budds Creek, MD |
| August 11 - 12 | Bristol, TN |
| August 19 | Englishtown, NJ |
| September 8 - 9 | Woodburn, OR |
| September 29-30 | Maple Grove, PA |
| October 6 - 7 | Rockingham, NC |
| October 20 - 21 | Las Vegas, NV |

Daytona 2001 racing

# Buell Racers Dominate

Buell racers literally dominated the two opening race weekends at Daytona International Speedway in the classes they competed in: the Formula USA series on March 2-4 and the AMA pro road race series on March 7-11.

Buell pilots captured the top four positions of the newly created F-USA Pro-Am Sportsman National class, which pits 800cc liquid twins, unlimited air-cooled twins, 1200cc triples and unlimited singles in head-to-head competition. Leading the charge was Jeffrey Johnson of Minneapolis, Minn., on his Buell sponsored by Appleton Buell/Hoban Brothers. He was followed by Leo Venega of Miami, Fla.; Christopher Decelles of Londonderry, N.H. and John Costa of Miami, Fla. All four Buell racers scorched the Daytona course finishing first through fourth, setting the tone for the new multi-brand series.

Michael Barnes of Boca Raton, Fla., aboard the Kosco Buell/Innovative Motorcycle Research fuel-injected X-1, captured the pole and the win in the first round of the F-USA Buell Lightning Series, a spec-class featuring 95 horsepower maximum and 390 pound minimum limits on Buell race bikes. Barnes topped Tripp Nobles of Macon, Ga, and Sportsman class winner Johnson in a wet race. It was the first victory for a fuel-injected Buell in the Lightning Series.

The next round of Formula USA competition took place at Willow Springs International Raceway, April 20-22, 2001, in Rosamond, Calif. Mike Ciccotto of Sebastian, Fla., aboard the Hal's Performance Advantage Buell snared the pole position in the AMA Pro Thunder series opener and Buell racers took three of the top four qualifying spots. In the final, Buell racers Ciccotto, Nobles and Dave Estok of New Smyrna Beach, Fla., battled for the lead with Ducati-mounted defending series champion Jeff Nash. Estok and his Tilley's Buell finished third, while Ciccotto finished second, just edged by Nash for the win by .196 of a second.

The next round of the AMA Pro Thunder series will be held at Sears Point Raceway May 4-6, 2001, in Sonoma, Calif.

To learn more about Buell motorcycles, visit your local Buell dealer, call (800) 490-9635 for the Buell dealer nearest you or pull into www.buell.com.

Hog Hound editors of the ABATE of Iowa newsletter, *The Free Way Flyer*, pulled off a "class act" when they took the January 1985 newsletter cover and used it for the cover of their January 2001 issue. It contained a lot of trivia on what was going on with the MROs back in that era. And believe me, we've all come a long ways since then.

Now, here's some scary trivia for ya: Foreshadowing future escapades at *Easyriders*, believe it or not, our very own "Clean Dean" Shawler was the newsletter editor of *The Free Way Flyer* back in '85. He's now the current editor of *BIKER*, our equally (and don't ask us why) successful sister rag. Now we all know why Iowa is a much safer place to live. It's a small world, isn't it? *—Twiggy*

H-D racing news

# Rebuilding VR1000 Program

Focused on strengthening its VR 1000 Superbike racing program, Harley-Davidson will devote 2001 to a rebuilding effort, the company announced recently. Among several initiatives, Harley will restructure and expand the development program of the VR 1000.

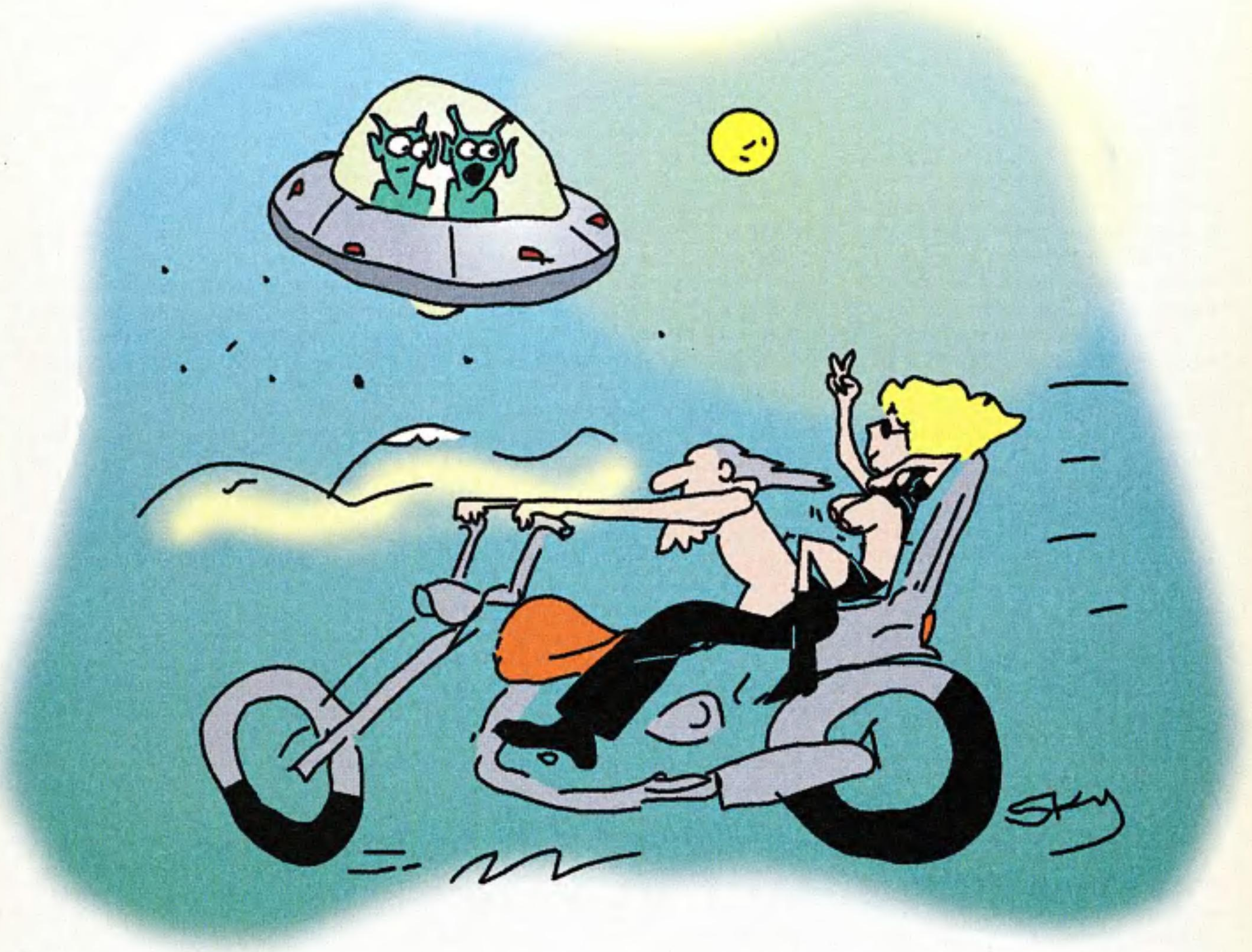
"We've begun an aggressive effort we believe is necessary to move the program forward," said John Baker, director of racing. "The 2001 racing season will be a rebuilding year. But this change is necessary to get us where we expect to be in the future."

Increased funding will drive the development program, and provide greater resources in both manpower and hardware. Organizationally, the new development effort will be focused internally. As a result, engineers from Harley-Davidson Research and Development will work in close concert with partners at Buell, and will begin work immediately to realize the performance potential of the VR 1000.

"By tapping our vast internal engineering capabilities, we're confident we can improve," said Baker. "Our racers, Pascal Picotte and Mike Smith, are excited about the new direction of development and the rewards it will bring the program in the future."

Harley will increase its involvement with Cosworth Racing and Ford Racing and continue its long association with Gemini Racing Technologies, which will maintain some development duties and provide all race team operation functions.

Harley-Davidson's VR 1000 Superbike team will open the AMA season March 7-11 at the Daytona 200 in Daytona Beach, Florida. *—Ramrod*



*"Screw intergalactic travel, I'm gettin' me a Hog!"*

stray parts

# Feed Your Head

## Lowdown liars, lowlife legislators, and loco laws...

Lies, damned lies, and statistics. Longtime bikers' rights activist Bill Gannon has been taking a long, hard look at the National Highway Traffic and Safety Administration's latest round of numerical sleight-of-hand. Issued under the innocuous title *Traffic Tech #231*, the NHTSA report is in reality a blatantly slanted "study" aimed directly at Arkansas and Texas in the wake of the elimination of mandatory skid lids in those two states. Gannon observes, "Once again, NHTSA is trying to pull a fast one with numbers. . . . NHTSA reports usually 'control' for fatalities per 10,000 registrations, yet for some reason they forgot to for this report. Basically, the amount of fatalities did go up in both states, but so did motorcycle registrations. The fatalities-per-10,000-registrations show a significant difference in both states:

"In Arkansas, fatalities per 10,000 were 17.77 before the repeal and 11.33 after the repeal, based upon the NHTSA's own numbers. In Texas, the fatalities per 10,000 registrations were 5.12 before the repeal and 4.18 after the repeal (based on the years 1991-1999)." In other words, brothers and sisters, NHTSA's study actually indicates that the two states' registered motorcyclists are actually safer without a compulsory helmet law—but don't expect to be seeing that headline in the mainstream press anytime soon.

**For our readers who've written in about Ride To Work Day, here's the poop.** The date for this annual demonstration is always the third Wednesday in July, and that pegs it at July 18 for this year. Give the straights a show this summer and remind them how many of us there are. You can snag more info from their Web site at www.ridetowork.org.

**Villains-and-vermin file update.** Put these law-making lowlifes in your ballot-box crosshairs when your next elections roll around. Nothing scares a politician more than a constituency with a long memory, and the bastards are quickly learning that we scooter jockeys are far from amnesic. The latest nominees for the voting-booth hit list are:

Maryland Delegate Jean Cryor, who recently got her knickers in a knot and tried to make it illegal for you to take your own child for a ride on your putt. (The measure, House Bill 739, was unanimously flushed down the crapper by saner minds during committee hearings.)

New York State Senators Wright, Maltese, Marchi, and Seward. This nannie-mindset quartet, led by Wright, have taken a more gradual stance at usurping your parental decision-making. They're pushing a bill (S-3217) to prohibit packing any kiddo under the age of 7, and they doubtless plan to work up the age ladder from there.

New York Assemblyman David Gantt, who, unlike everyone else, definitely does not love a parade—that is, if motorcyclists are involved. Gantt has introduced Assembly bill A-6885 to limit to 10 the number of bikers who can ride without brain buckets in parades, and worse, this guy's the chairman of the Assembly Transportation Committee. (Want to give this retentive turd-hoarder a piece of your mind? Our friend Terry Cook at the American Motorcyclist Association gives us his address as LOB 830, Albany NY 12248, and his phone is 518-455-5606.)

**While I'm on the subject of dumbass,** over-the-top legislation, scope out these gems, all of which are currently on the books, believe it or not:

In Temperance, Mississippi, it's against the law to walk a dog without dressing it in diapers. (I'm assuming they mean the four-legged kind here, because a few of the dogs I've been seen with could've damned sure benefited from some Depends, lemme tell ya.)

In Kansas City, Kansas, saying the name "George Washington" without adding the phrase "blessed be his name" can get you fined up to 50 cents. (In my part of the country, not following up "Bill Clinton" with "sorryass scum-sucker" will get you fined up to 10 knuckles in your piehole, but I guess every state is different.)

In California, it's illegal to sell any gold piece without tooth marks on it, The Man can put the finger on you for forgery otherwise.

And my favorite, from Flint, Michigan: to this day, all dentists are legally bound to offer a "slug of whiskey with no additional charge to said patient."

That's all the room the high sheriffs will allow me this month, troops, so armed with that last legal item, I'm heading down to Doc Tillis, my own trusted molar medic, and demand all those shots of Jack Black he's been bogarting these many years. Hang loose,

*—Savage*

investment news

# Two-Wheeled Investor

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| Symbol | Company | Date Public | Last Quote | Date | 52-week High/Low |
|---|---|---|---|---|---|
| BIKR | BIKERS DREAM | 1997 | 0.20 | 4/20/01 | 1.75 - 0.05 |
| EZR | EASYRIDERS, INC. | 1998 | 0.17 | 4/20/01 | 1.31 - 0.10 |
| HDI | HARLEY-DAVIDSON | 1986 | 44.35 | 4/20/01 | 50.62 - 33.18 |
| PII | POLARIS/VICTORY | 1996 | 40.25 | 4/20/01 | 51.65 - 27.62 |
| TMOT | TITAN MOTORCYCLES | 1998 | 0.04 | 4/20/01 | 2.71 - 0.03 |

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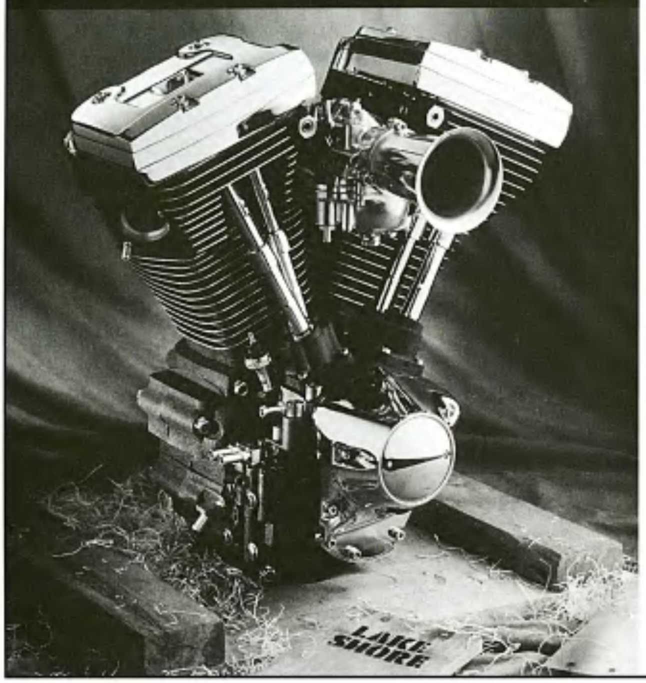


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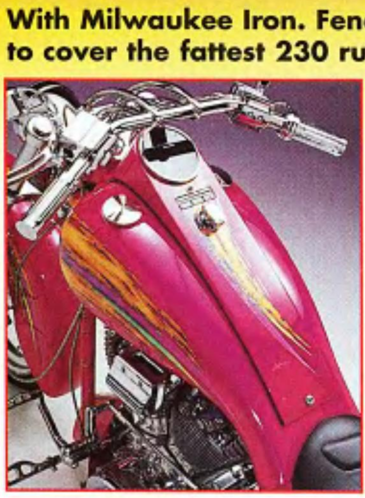

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# WITNESSING THE APOCALYPSE OF BIKE SHOWS

Columbus. The name of this Ohio city, when spoken by any of our crew or even by bike builders and fans around the nation, has a certain ring of finality. You don't say, "I'm going to Columbus," like you would say, "I'm headin' for Austin, y'all," or "Meet me for some filé gumbo in New Orleans..."

# Columbus 2001

... for example—cities that inspire a sort of frothy, light-hearted, anticipatory attitude. No, Columbus is different. Columbus sounds, well...heavy. Looming. Almost fatalistic. Sort of like...yeah, like Olympus, as in Mt. Olympus, where Zeus and his fellow deities used to hang out and decide the fate of mankind over a few bottles of vintage ouzo and a game of Monopoly.

So, when the editors of *Easyriders* descended upon Mt. Columbus the third weekend of last February, an air of portent followed them off the plane. Actually, that might have just been due to the lousy airplane food. At any rate, the momentousness of the event was not lost on the citizens of Columbus, either, as they were duly forewarned prior to our arrival by a number of local radio stations. Even as we were circling the hotel and getting lost—I mean, reconnoitering—the Big Wazoo's (107.1 FM) Redman invited his audience to witness the foreboding hellfire that would soon swallow up their town like a thundering, chrome-flashing version of Sodom and Gomorrah.

And sure enough, by Friday at 5 p.m., the Franklin County Veterans Memorial Hall next to the River Styx (well, actually the Scioto) was stuffed to the rafters with the best examples of modified machinery imaginable. As soon as the doors opened, those coming to witness the apocalyptic event throughout the weekend were overwhelmed by shiny urethane, glittering chrome, a myriad of Easter egg colors, and mind-numbing technical prowess displayed before their disbelieving eyes, as well as the down-home sounds of Biersdorf & Kolbe emanating from the stage. Local radio station B 97.1 did a buy-one-ticket-get-one-free promo on site from 5 to 7 p.m. And while Friday offered only a quick taste, with the doors opening for the evening, Saturday was the day the crowds were lined up all the way across the mighty Scioto, waiting patiently to get a glimpse of all that marvelous machinery spread out like so much eye candy across the two halls.

In fact, so numerous was the participation of bike builders from throughout the nation that every square inch of the two halls reserved for our show had to be stretched like some Beverly Hills matron's face to hold all the bikes, displays, and vendor booths showing up

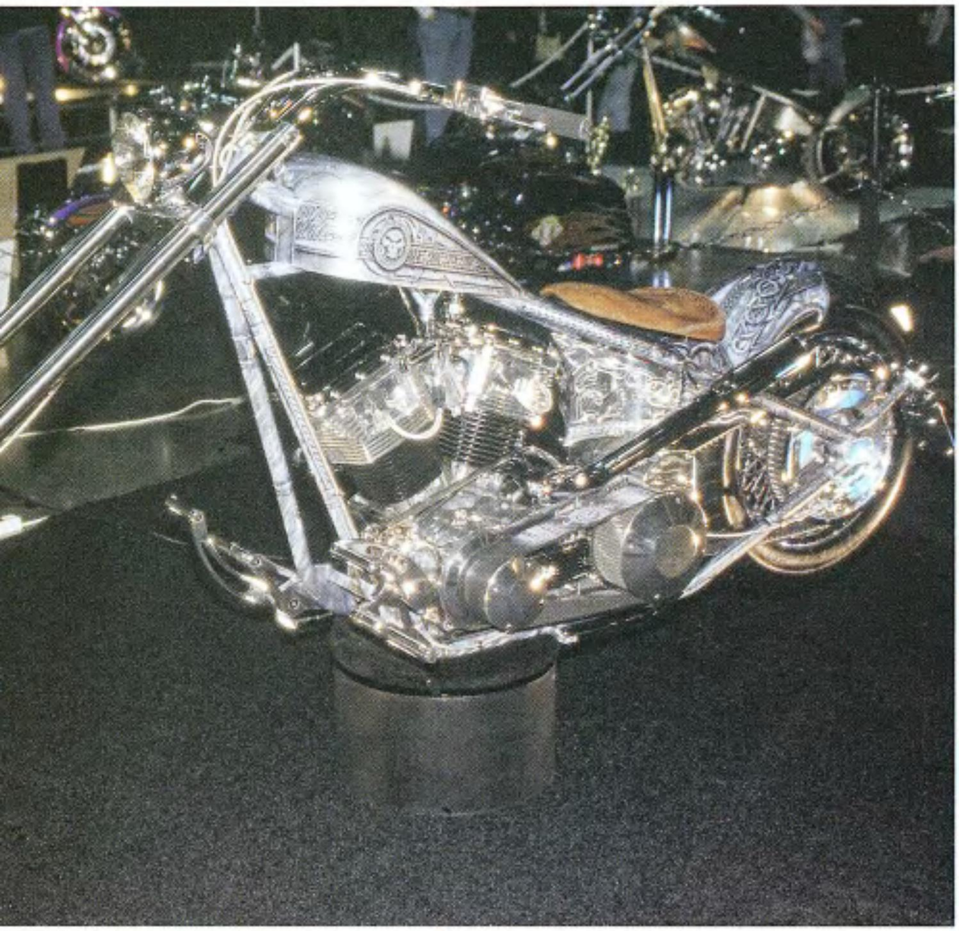
FRANKLIN COUNTY
VETERANS MEMORIAL
EASYRIDERS
BIKE SHOW

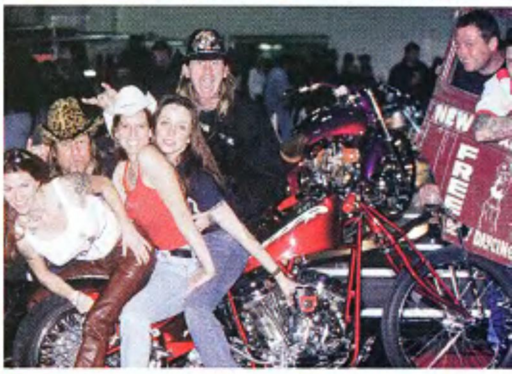
for this huge shindig. One hall was brimming solely with our judged bikes, while the other contained the spectator and invitational classes. All in all, more than 200 amazing machines and their displays were set up....Well, make that more than 199 machines plus one of whatever sort of contraption Wymond Walkem had pulled in. Looking like an oversized lawn mower, it was actually a Harley-powered roller blade pusher thingamajig. Luckily, Wymond had a video going throughout the weekend, explaining how you had to strap yourself in front of this machine, which then pushed you on your roller blades down the street at speeds of up to 70 miles per hour! I still think it would have made a much better mower; for one thing, there's less traffic on a lawn.

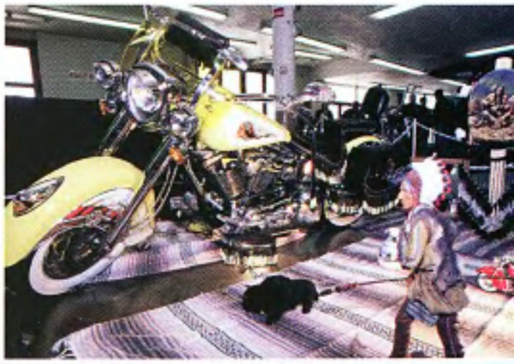
Equally mind blowing, if not as suicidal, was the machinery displayed at the main entrance in the invitational category. These were basically the best-of-show winners from previous regional shows who had been invited to compete again in Columbus. In other words, they were the cream of several crops, and we knew the visitors would have a difficult time determining the winners. They had to chose between beauties like Billy Lane's 1963 FL custom panhead, Dale Montgomery's way streeetched '01 custom chopper, Jacques Charton's '99 rigid Dominican Flyer, Mitch Bergeron's incredibly detailed '01 MBW custom chopper, and Jesse Martinez' '52 Special Construction TMTL chopper. No less daunting was the spectator's class, with paragons of two-wheeled propulsion like Doug Lineback's '01 Pro-Street chopper, Ed Prell's '99 Ratster Predator (with a rattler as kickstand), Lynn Hoffman's radical '60 FL street chopper, Josh Vestring's immaculately restored '47 WL...ah, the list is endless and the choices must have been hard to make.

The visitors could breath easier in the judged section, though. After all, this is where the pros took over and inspected every motor mount, fender strut, belt alignment, and even the insides of tail pipes to determine the most deserving competitors in their field. The judges were observed arguing heavily in some strip bar over shots of tequila until the wee hours of Sunday morning, fighting for their particular favorites. Their sense of duty knew no bounds.

Oh, excuse me, I was just told they were fighting over one of the *strippers*...We'll let Buck and his crew at Columbus Gold settle that issue.







Well, never mind then. Before the night was over, folks could also check out the delicious babes in our *Easyriders* fashion shows, tap their toes to the sounds of the Steel Horse Band, and really get rockin' with Branscombe Richmond and the Renegade Posse later that evening. Branscombe's been kickin' ass at each one of our 2001 bike shows, by the way. Of course, there was also the calendar girl contest, during which you could feel the heat rise by degrees. Meanwhile, vendors were busy selling their wares, and in the second hall, Tattoo Alley sounded like a monster swarm of bees all weekend long.

But then Sunday showed up, and with it came a whole different ball-and-chain game. At 11 a.m., three people got up on stage and performed a one-act piece called "Holy Matrimony," in which Rob Hayes from Altus, Oklahoma, had to ante up for having a winning bike at the Memphis show two weeks prior. As "punishment," he now had to marry his longtime sweetheart, Tammy. Good luck to the both of you.

Some time after that traumatic incident, the Steel Horse Band lightened the mood again and set the stage for the tattoo contest. After the winners were paraded across the stage, the bike builders gathered in front of the stage to watch with anticipation a trip down a short memory lane of our previous bike shows, illuminated by Loudmouth's wistful narration, while Oil Can and Phantom Dave doled out the much coveted trophies to the deserving winners.

While I'm busy distributing kudos, I should also mention Cathy, Kari, Sandy, Joe, Tammy, and Bruce from the *Easyriders* event staff, plus our photogs Mike Lichter, Steven Temple, Billy Tinney, and Chuck Emery. Without them, you wouldn't have any pictures to look at and would actually have to read this article. And, of course, the show wouldn't have been as…well, it just wouldn't have been the same without Gator, who kept in line the folks drooling over Tyler, our lovely Ms.*Easyriders*, by sheer force of his bald head and ponytail, and a look that simply said, "Don't fuck with me!" And me? I'm just a figment of some other guy's imagination.

And so it was once again a successful gathering on Mt. Columbus, and while the fate of mankind may not even have come into question and the burg is still standing, it was nonetheless a heck of a party. *—Tripper*

## COLUMBUS, OHIO INVITATIONAL BIKE SHOW WINNERS
## Feb. 16-18, 2001

### SPECTATOR CLASS

**Best of Show**
1. Carl Vasiliou, Cincinnati, Ohio 2000 Harley-Davidson Softail
2. Rick Van De Ryt, Cincinnati, Ohio 2000 Bourget
3. Donny Loos, Miamitown, Ohio 2001 Custom Springer

**Easyriders (most outstanding custom bikes)**
1. Doug Lineback, Lawrenceburg, Indiana 2001 Pro Street Chopper
2. Bill Falatick, Boynton Beach, Florida 1999 Pro Street
3. Jim Gross, Sterling, Virginia 2000 Harley Night Train

**In The Wind (highway/long-range rides)**
1. Michael Bryant, Louisville, Kentucky 1957 H-D
2. Mike Montgomery, Shelby, Ohio 1977 H-D FLH
3. Lindy Harris, Shelby, Ohio 1990 H-D FXSTS

**Quick Throttle (high-performance bikes)**
1. Todd Becker, Sheffield, Iowa 2000 Special Construction
2. Bob Frimpter, Milwaukee, Wisconsin 2000 H-D XL
3. Jim Davis, Columbus, Ohio 2000 Wicked 107

**Biker (radical street choppers)**
1. Lynn Hoffman, Sandwich, Illinois 1960 Harley-Davidson FL
2. Gus Faso, 2000 American Thunder chopper
3. Jeremy Lybarger, Shiloh, Ohio 1979 rigid shovelhead

**VQ (high end cruisers)**
1. Ed Prell, Louisville, Kentucky 1999 Ratster Predator
2. Carrie Falatick, Boynton Beach, Florida 1999 Harley-Davidson Heritage
3. Fred Robison, Redlands, Calif. 2000 Daytec Millennium

**Early-Riders (antique/restorations)**
1. Josh Vestring, Cincinnati, Ohio 1947 H-D WL
2. Joseph Walmsley, Horton, Michigan 1928 H-D JD
3. Gene Wullenweber, Hamilton, Ohio 1958 panhead

### JUDGED CLASS

**Best of Show**
1. Jerry Stephenson, Wake Forest, NorthCarolina 2001 Special Construction rigid
2. Brad Haines, Woodward, Oklahoma 2001 Covington Cycles chopper
3. Click Baldwin, Gastonia, N.C. 2001 Special Construction

**Best Radical Custom**
1. Brad Ruel, Riverview, Florida 2001 Custom Monotail
2. Kenny Detherage, Johnson City, Tennessee 2000 Custom Drag Bike
3. Matt Burris, Terre Haute, Indiana 2001 Dragon Design Drakul

**Best Street Custom**
1. Shaun Harrington, Arroyo Grande, California 1999 Jim Nasi Customs
2. Tom Behan, Harbor Springs, Michigan 1998 H-D FXSTS
3. Jeff Hill, Ney, Ohio 2001 Custom Lick Me

**Best Specialty**
1. Ken Deane, Meadville, Pennsylvania 1961 H-D Servi-Car
2. Robby Thompson, Lawrenceville, Georgia 1999 FLHTCI
3. John Stafford, Atwood, Oklahoma 1998 H-D Road King

**Best Sportster**
1. George Colvin, Corning, Ohio 1997 H-D XLH
2. Rick Moore, Vandalia, Ohio 1979 H-D/Paughco
3. Bill Falatick, Boynton Beach, Florida 1992 custom Sportster

**Best Antique**
1. Lee Rudd, Memphis, Tennessee 1942 H-D U model
2. Marty Wyant, Albany, Ohio 1948 Indian Roadmaster
3. Jerry Burrow, Crown Point, Indiana 1946 H-D knucklehead

**Luster Lace Best Detail Award**
Ed Tooley, Palm Harbor, Florida 1993 Ratster Design Widow

**Best Display**
Tom Patman, Vallonia, Tennessee 1966 H-D Antique Bike Shop

### INVITATIONAL CLASS
*(previously featured or Best of Show winners)*

**Best of Show**
1. Mitch Bergeron, Marieville, Quebec 2001 MBW custom chopper
2. Paula Burgess, Sharonville, Ohio 2001 Special Construction
3. Bill Newton, Oxford, North Carolina 1999 Special Aluminum

**Easyriders (most outstanding custom bikes)**
1. Dale Montgomery, Brandon, Florida 2001 custom chopper
2. Steve Frasco, Chino Hills, California 2000 Special Construction
3. Johnny Miller, Des Moines, Iowa 2000 Rubbertail

**In The Wind (highway/long-range rides)**
1. Shane Keel, Fort Payne, Alabama 1999 Softail Custom
2. Ron Owens, Bernie, Moissouri 1998 custom rigid
3. Phil Wilson, Akron, Ohio 1979 H-D FLH

**Quick Throttle (high-performance bikes)**
1. Carl Barrow, Maple, Ontario 2001 Special Construction
2. Jamie Strasser, Tichigan, Wisconsin 2001 Special Constuction
3. Rudy Castillo, Monrovia, California 1999 Pro-One/S&S

**Biker (radical street choppers)**
1. Jacques Charton, Novato, Calif. 1999 custom rigid
2. George Jupin, Melbourne, Florida 1972 Choppers Inc.
3. Kirk Taylor, Novato, Calif. 2001 Custom Design Studios

**VQ (high end cruisers)**
1. Clay Johnson, Madison, Alabama 2000 Clayton Design custom
2. John Lisenby, Capistrano Beach, Calif. 2000 chopper
3. Robby Hays, Altus, Oklahoma 2001 Kryptonite Custom

**Early-Riders (antique/restorations)**
1. Billy Lane, Melbourne, Florida 1963 FL custom
2. Roger Garove, Washington, Pennsylvania 1958 H-D FLH
3. Kelly West, Diamond City, Arkansas 1967 H-D XLH

**Editor's Choice**
Jesse Martinez, Orange, California 1952 Spec. Const. TMTL chopper

**Best Paint**
Carl Barrow, Maple, Ontario, 2001 Special Construction Paint by Vince Goodeve, Shallow Lake, Ontario

## Easyriders Tattoo Show Winners

**BEST BLACK & GRAY ART**
1. Lauren McCullen, Kokomo, Ind.
2. Jeff Clester, Indianapolis, Ind.
3. Jason Withen, Newark, Ohio

**BEST LEG ART**
1. Williard Bolton, Kokomo, Ind.
2. Keenan Murphy, Middletown, Ohio
3. Chuck Fischer, Cincinnati, Ohio

**BEST SLEEVE (ARM) ART**
1. Tammy Sauers, Gahanna, Ohio
2. Lauren McCullen, Kokomo, Ind.
3. Jerry Butler, Newark, Ohio

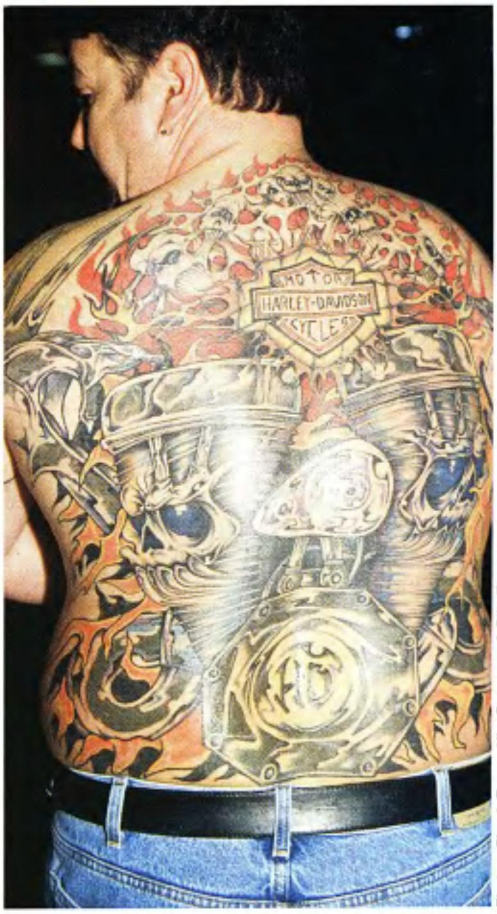
**BEST BACK ART**
1. John Peterson, Middleton, Ohio
2. Jim Gross, Sterling, Va.
3. Lisa Adams, Milford, Ohio

**BEST SINGLE PIECE LESS THAN 6-INCHES**
1. Zachary Uhrig, Chillicothe, Ohio
2. Walt Binkley, Columbus, Ohio
3. Charles Wimstead, Ashland, Ohio

**BEST SINGLE PIECE GREATER THAN 6-INCHES**
1. Nina Canty, Kokomo, Ind.
2. Willard Bolton, Kokomo, Ind.
3. Lew Everling, Kokomo, Ind.

**BEST OVERALL FEMALE**
1. Tammy Sauers, Gahanna, Ohio

**BEST OVERALL MALE**
1. Tim West, Beaver Creek, Ohio




Photos: Chuck Emery, Kim Peterson, & Billy Tinney

# Drag Specialties' No-Brainer

## IF YOU CAN TURN A WRENCH, YOU CAN BUILD THIS BIKE

Luckily, we aren't a news-oriented magazine. Because if we were, we would have been out-scooped by an annual catalog, and you know how pathetic that would have been. But if you've seen this bike before, chances are, you had your hands on Drag Specialties' new catalog—if you can still call a tome with more than 900 pages and 26,000 parts a catalog! To make a long story short, the folks at Drag decided, it would be fun to build a bike that's made purely from parts available in their catalog, appropriately called *Fatbook*. Now, with some 26,000 parts, there's obviously a variety of ways you can go, which is why the final number of bolt-together *Fatbook* bikes came to seven. We just wanted to show you their cover model.

"The idea behind the *Fatbook* bike is that we wanted to show how the average bike builder can put together a bike like this in his garage, without having to go overboard financially," explains Tom Motzko, director of purchasing at Drag Specialties. "This is purely a bolt-together bike, and every single part you see on here is available in our catalog."

Granted, this is not your swap-meet basket case special, so it'll cost you a bit more than what you might get on e-bay for your ol' lady's used panties, but Tom puts the outlay into a definite affordability range. "We wanted to get away from the $40,000 custom bike," says Tom, "and with this idea, you're talking about a ground-up custom maybe 30 grand, depending on what parts you want to use." That is, if you're having the work done by someone else, as was the case here, where the parts were simply dropped off at the doorsteps of Downtown Harley-Davidson in Seattle, Washington, along with a short note saying, "Please build a bike with these."

Or something like that. "Basically, that's true," says Brian Mitchell at Downtown H-D. "When they approached us with the project, we were given a specific list of parts with which to build this bike, and those were exactly the parts they shipped. We didn't have a lot of leeway. On the other hand, with the exception of the triple trees, where we had a small fitment problem and had to get a different set, because it's a narrow glide with 41mm tubes, everything fit together perfectly."

It took Brian and his boys about four

months to put this baby together, but that's obviously because it wasn't the only bike Downtown was building. "Depending on how many parts a guy orders at a time, he can probably do this project in his garage in about six months or so," Brian estimates, "depending on whether he buys all the parts at once, which I don't think most guys would do."

If, however, you plan on doing the work all by your lonesome self, or with some buddies, you can, according to Tom's estimate, shave off another 10 to 15 grand and end up in the low- to mid-20s range. Not counting the beer and sandwich money, that is. "With this particular bike, we had a Twin Cam motor from Harley-Davidson sitting around, which we had bought last year brand-new for some testing. This is also our first assembly of this motor in a Daytec chassis, with Works Performance shocks and a Drag/Sampson Challenger exhaust system," Tom remarks. "Usually, we would use an S&S motor or one from TP Engineering, which we carry in our catalogs."

The chart below shows you what else you would get for your money if you were to build a bike like this. Of course, the possibilities are almost as endless as the parts list itself. And for variety, Drag Specialties also had renowned bike builders like Don Hotop and the folks at Tuff Cycle build a couple. Tom points out that "the bikes vary, from rigids and choppers to narrow bikes and those with a 240 rear tire, and we have Chopper Guys and Rolling Thunder frames, and even FXR frames, but we also specialize in accessories for dressers and Buells."

No wonder that the 2001 *Fatbook* catalog is such a, uh...fat book. For more info on the bikes or the catalog, you can always check out Drag Specialties online at www.dragspecialties.com. Let the building commence!

*— Red Baron*

**Owner(s):** ............Drag Specialties
**City:**..........Eden Prairie, Minnesota

**General**
Fabrication:....................Downtown Harley-Davidson (DH-D)
Year and make: ..........2000 Daytec
Model: ............................Pro-Street
Assembly: ..............................DH-D
Time:................................4 months
Chroming:..............................Some

**Engine**
Year:........................................2000
Model: ................H-D Twin Cam 88
Rebuilder: ..............................DH-D
Ignition:..........................Crane Hi-4
Displacement:........88 cubic inches
Lower end: ............................stock
Balancing: ..............................stock
Pistons: ..................................stock
Cases: ....................................stock
Heads: ............Ness Rocker Boxes
Cam: ....................Ness cam cover
Lifters: ..........Ness Radius pushrod tubes and lifter blocks
Carb(s): ......Edelbrock-Qwiksilver II Twin 36 mm
Air cleaner:.....Edelbrock-Qwiksilver
Pipes: ....Drag Specialties-Samson Challenger
Mufflers:Varitech removable baffles

**Transmission**
Type: ........................JIMS 6-speed
Year:........................................2000
Modifications: ........................none
Shifting: ....................................foot
Engine sprocket: ............24T chain
Trans sprocket: ..................32T belt
Wheel sprocket: ................65T belt

**Painting**
Molding: ................................DH-D
Painter: ..................................DH-D
Color: ......................................blue
Type: ......................House of Kolor
Special paint:..............Krazy Kolors

**Frame**
Year:........................................2000
Builder: ....................Daytec Center
Type: ..............................Pro-Street
Rake: ............................34 degrees
Stretch:.............................2 inches
Shock: ...........Works Performance
Other alterations: ....................none

**Accessories**
Bars: ........Flanders Wide Clubman
Risers: ..................Drag Specialties
Handlebar controls: ................GMA
Fender(s): ....Russ Wernimont steel
Headlight:.......................Headwinds
Taillight: HiTech custom insert LED
Speedo: ..........VDO mini-electronic speedo
Dash: .......................................none
Front pegs: ................DH-D ribbed footpegs
Rear pegs: ..............................none
Electrics: ................................DH-D
Foot controls: ..Arlen Ness forward controls
Gas tank: ..Drag Specialties 2-inch extended smooth
Oil tank:Daytec under transmission style
Oil system: ...........................stock
Primary cover: ................Jay Brake
Seat: ................Danny Gray Wedge
Sissybar: ................................none
Mirrors: ..........Cyclesmiths Lollipop
Grips: ..................DH-D Pearl Billet

**Forks**
Type: ..............41mm Narrow Glide
Extension: ............................2-inch
Builder: ................Drag Specialties
Special features: ........Narrow triple combine 41mm legs with narrow glide hub.

**Wheels**

**Front**
Size: ........Drag Specialties 19-inch
Hub:....................narrow-style billet
Rim width:........................2.15-inch
Tire: ..........Metzeler ME33 3.25x19
Brake: ..........Performance Machine

**Rear**
Size: ........Drag Specialties 18-inch
Hub: ........................................billet
Rim width:..........................5.5-inch
Tire: ..............Metzeler 180/55VB18
Brake: ..........Performance Machine
Other special modifications: .......... Assembled using only items out of 2001 Drag *Fatbook* with the exception of the motor.

**Photos:**.................... John Mowers, Minneapolis, Minnesota

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# THE MAKING
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AN AMERICAN LEGEND

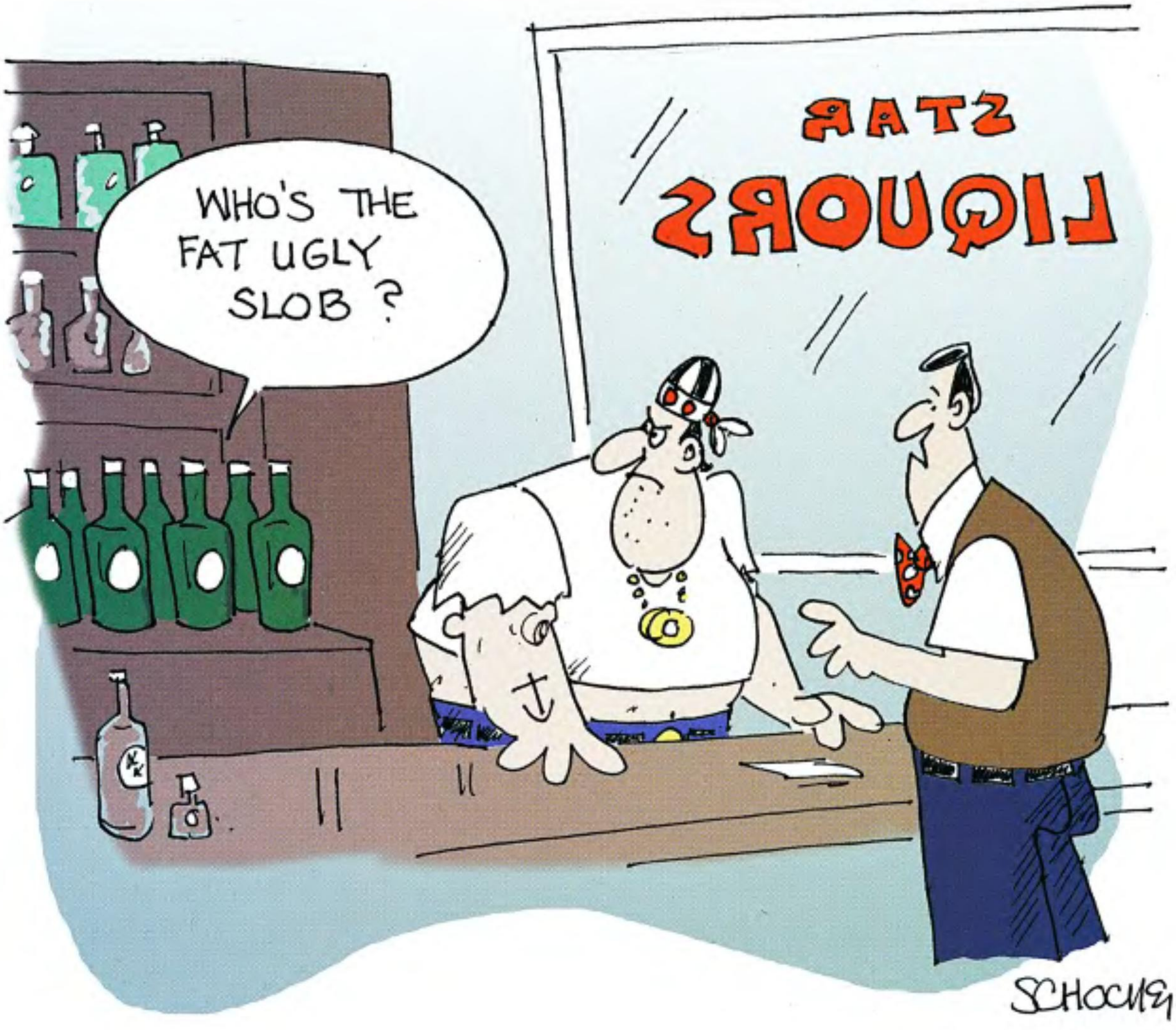
# National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

| State | Safety Helmet | State Funded Rider Ed | Eye Protection | Daytime Headlight | Passenger Seat | Passenger Footrests | Passenger Age Limits | Helmet Speakers | Mirrors | Periodic Safety Inspection | Radar Detection | 65 (or more) mph Speed Limit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Alabama | r | a | | 17 | c | c | | | r | | | √ |
| Alaska | 4 | | 15 | 17 | c | c | | p | r | r-28 | | √ |
| Arizona | 4 | a,12 | 14 | 17 | c | c | | | r | r-29 | | √ |
| Arkansas | 6 | | r | r, 17 | c | c | | | r | r | | √ |
| California | r | a, 6,12 | | 17, 21 | c | c | | 25 | r | r-28 | | √ |
| Colorado | | a,12 | r | 17 | c | c | | | r | r-28 | | √ |
| Connecticut | 4, 9 | a,4,12 | 14 | 17, 22 | c | c | | | r | r-28 | | √ |
| Delaware | 1,2,5,9 | a,4,12,13 | r | 17 | c | c | | | r | r | | √ |
| Florida | 32 | a,6,12,13 | r | r, 17 | c | c | | | r | | | √ |
| Georgia | r | a,12,13 | 14 | r, 17 | c | c | | 26 | r | | | √ |
| Hawaii | 1, 4 | a,12 | 14 | | c | c | 24 | | r | r | | |
| Idaho | 4 | a,6 | | 17 | c | c | | | | | | √ |
| Illinois | | a, 4,12,13 | 14 | r, 17 | c | c | | | r | | | √ |
| Indiana | 4,9 | a,12 | 4 | 17,18 | c | c | | | | | | √ |
| Iowa | | a,4,12 | | 17,20 | c | c | | | r | | | √ |
| Kansas | 4 | a,12 | 14 | 21 | c | c | | | r (left) | r-28 | | √ |
| Kentucky | 3, 6, 9 | a,12 | r | | c | c | | | r | 29 | | √ |
| Louisiana | 4, 31 | a,12 | 14 | 17 | c | c | | | r (left) | r | | √ |
| Maine | 7 | a,12,13 | | r | c | c | | | r | r | | √ |
| Maryland | r, 1 | a, 4,12,13 | 14 | | c | c | | 25 | r | 30 | | √ |
| Massachusetts | r | a,12 | 14 | 17 | c | c | | p | r | r | | √ |
| Michigan | r | a, 4,12 | 14,16 | 17 | c | c | | | r | r-28 | | √ |
| Minnesota | 4, 9 | a, 4,12 | r | r, 17 | c | c | | 25 | r | r-28 | | √ |
| Mississippi | r | | | | | | | | | r | | √ |
| Missouri | r | a,12 | | 17 | | | | | | r | | √ |
| Montana | 4 | a,12 | | r, 17 | c | c | | | r | | | √ |
| Nebraska | r | a,12,13 | | 17 | c | c | | | | | | √ |
| Nevada | r | a,12 | 14 | 17 | c | c | | | r | | | √ |
| New Hampshire | 4 | a,12 | 14 | 17 | c | c | | | r | r | | √ |
| New Jersey | r, 1 | a | 9a | 17 | c | c | | | r | r | | √ |
| New Mexico | 1, 4 | a,4,12,13 | 14 | 17 | c | c | | | r | r-28 | | √ |
| New York | r, 1 | | r | r, 17 | c | c | | 25 | r | r | | √ |
| North Carolina | r | a | | r, 17 | c | c | | | r | r | | √ |
| North Dakota | 1, 4 | a,10 | | 17 | c | c | | | r | | | √ |
| Ohio | 3, 4 | a,4 | 14 | 17 | c | c | | | r | r, 28 | | √ |
| Oklahoma | 4 | | 14 | r, 17 | c | c | | | r | r | | √ |
| Oregon | r | a,12 | | r, 17 | c | c | | | r | r, 28 | | √ |
| Pennsylvania | r | a,12,13 | r | 17 | c | c | | 26 | 19 | r | | √ |
| Rhode Island | 3, 6, 8 | a, 11,12,13 | r | | c | c | | p | r | r | | √ |
| South Carolina | 1, 6 | | 14 | r, 17 | c | c | | | r | r | | √ |
| South Dakota | 4 | a,12,13 | 14 | 17 | c | c | | | r | | | √ |
| Tennessee | r | a,12 | 14 | r, 17 | c | c | | | r | | | √ |
| Texas | 31 | r, 4 | | 17a | c | | | | r | r | | √ |
| Utah | 4 | a,12 | | 17 | c | c | | | r | r | | √ |
| Vermont | r, 1 | a,12 | 14 | 17 | c | c | | | r | r | | √ |
| Virginia | r | a,12 | 14 | 17 | c | c | | | r | r | p | √ |
| Washington | r | a, 4 | 14 | r, 17 | c | c | 23 | | r | r, 28 | | √ |
| West Virginia | r, 1 | a,12,13 | r | r | c | c | | | r | r | | √ |
| Wisconsin | 4, 9 | a,4,12 | 15 | r, 17 | c | c | | | r | r, 28 | | √ |
| Wyoming | 4 | a | | r, 17 | c | c | | | r | | | √ |
| Wash DC | r | | 14 | 17 | c | c | | | r | r | p | |

**LEGEND:**

√ In effect on designated rural interstate highways
**r** Required by law
**a** Available for all eligible applicants
**p** Prohibited to use or possess
**c** Required if carrying a passenger
**1** Reflectorization required
**2** Must have in possession
**3** Required for novice riders
**4** Required under age 18
**5** Required under age 19
**6** Required under age 21
**7** Required under age 15 with learner's permit or for one year after obtaining license
**8** Required for passengers
**9** Required for instructional permit holders
**10** Required under age 16
**11** Required for first-time applicants
**12** May waive skills test for successful completion of rider education
**13** May waive knowledge test for successful completion of rider education
**14** Required by law unless equipped with windscreen
**15** Required unless equipped with windscreen that is 15 inches above handlebars
**16** Required at speeds over 35 mph
**17** Modulating headlight permitted
**18** Required for vehicles manufactured after 1/1/56
**19** Required for vehicles manufactured after 1/1/75
**20** Required for vehicles manufactured after 4/1/77
**21** Required for vehicles mfg'd during or after 1978
**22** Required for vehicles mfg'd during or after 1980
**23** Prohibits passengers under age 5
**24** Prohibits passengers under age 7
**25** Single earphone only
**26** To be used for communication purposes only
**27** Required by inspection regulations
**28** Random
**29** Annual emissions, some areas
**30** Upon title transfer
**31** Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
**32** Not required over 21 with a minimum of $10,000 in medical insurance.

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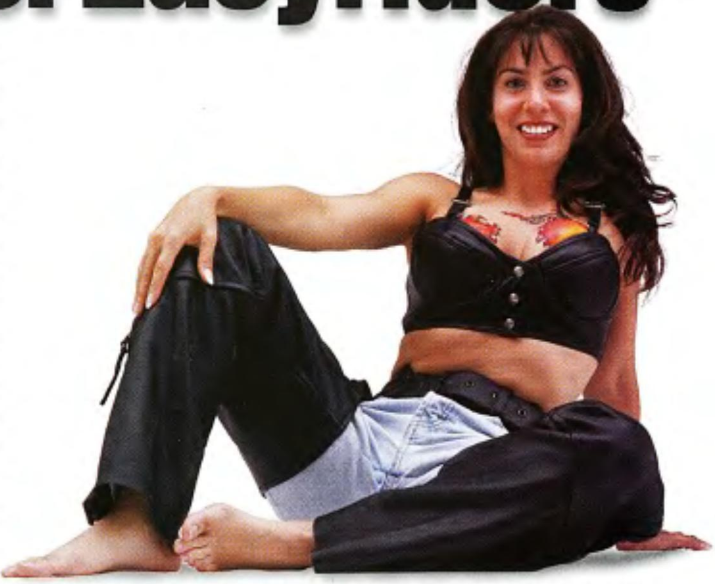
# Goodbye Ms. Easyriders



Over the last five years, the job of escorting the majority of the Fox Hunt winners and, eventually, Ms. Easyriders, has fallen squarely on my shoulders—very rarely do I have to tell them to let go of my ears. You would think that having to ride a new motorcycle every other week and hanging out with nekkid women would never get old, right? Well, it doesn't get old but sometimes it gets a little monotonous. After all, there are some real troopers out there and then there are some real *winners*—if you get my drift. This past year, however, opened up a new door in Ms. Easyriders history.

Lisa Logan, Ms. *Easyriders* 2000, was a little more than a great rack and a nice face—she was a handful! Well parts of her upper body are magnificent and more than a handful. What I was referring to was her energy. A glowing example was her appearance in Sturgis this past year. There were a few minor glitches upon Lisa's arrival in Sturgis, which were our fault, however that wasn't going to slow her down. When learning that the camera we sent was malfunctioning, Lisa dropped the Stars-and-Stripes bikini top, opted for a very revealing chain mail outfit and hit Main Street. If you can't get the people to you... you go to them. Her trip down the main drag made sure she had plenty of company out at the Full Throttle Saloon the rest of the week.

After recovering from a hellacious bout of the Montgomery Gentry flu, Lisa happily turned the tables on all of us by donning this latex top, aptly applied by a vendor refusing to give us his name. Later we learned he was afraid we'd kill him for slappin' on the latex. Shit we were gonna kill him cuz he got to play with her tits! Seeing this vision walking around the bar all day, gave our photog "whistling" Mike Lichter an idea—hell it gave us all an idea, but Mike actually acted on his.

Due to scheduling problems, this was one of Lisa's last appearances as Ms. *Easyriders* 2000. For all of us here, it was an appearance we'll never forget. It was a pleasure working with her—handful and all. Goodbye Lisa. Hello, next victim, er, Tyler Michaels, Ms *Easyriders* 2001.

—*Oil Can*

Photos: Michael Lichter

PUT YOUR ASS ON SOME CLASS

# A Mini-Guide To Seats

When it comes to motorcycle seats, bikers behave exactly the same way as women do in their involvement with shoes. And don't you try to defend yourself on that one, or try to rationalize why you must have three different seat arrangements on your bike, cuz I ain't listenin'. In fact, my own addiction to custom seats may be worse than yours, so let's leave it at that. With this said, let it be known that I have no intention to join a support group anytime soon, and will make no attempt at kicking off this compulsion of mine. In fact, I would much rather make matters worse for you too, so I though I'd shamelessly flaunt a selection of fine motorcycle seats in front of your eyes, just to see how much longer you'll manage to live without that gel-filled solo seat, or that simulated snakeskin contoured saddle.

Alright I was just kiddin', now put the phone down nice and slow, and put your credit card back in your wallet.

*—Lafayette*

## Corbin

The Classic Solo seat (below) from Corbin gives you a nostalgic look. This one features a rail, and it's compatible with many other Corbin accessories such as two styles of pillion seats, and the new Smuggler trunk for extra storage capacity. The Classic seat is designed to accept a detachable and fully adjustable backrest that's supported internally for a clean look.

Corbin's Dual Touring Saddle provides maximum two-up comfort, and is designed to disperse your weight over a greater area. Corbin's exclusive Comfort Cell foam provides a firm supportive ride for daylong touring. The saddle accepts a pair of removable backrests for added support.

The Fast Gunfighter for FXR bikes is a low profile sporty seat that offers a built-in back support. It provides a perfect fit to the tank, chassis and fender, and mounts like stock, using the FXR's hinge and lock seat system.

Corbin's Hollywood Solo seat (above) is designed to fit perfectly and to provide a flawless profile for your bike. Corbin's basepan molds over the frame tubes to look cleaner when installed. With the ergonomic shaping of its design, it will surprise you with its comfort.

**Check out the Custom Chrome catalog for these and many more great custom seats by Corbin. www.customchrome.com.**

## Danny Gray Seats

Here's the famous Bar Hopper solo seat from Danny Gray, a frame-hugging saddle that's sure to give any motorcycle the "Bare-Bones" look.

Danny Gray's Passenger Jet Seat is an evolution of the Jet Seat, allowing the passenger a little more foam and comfort.

The Sport Touring Seat from Danny Gray (above) is a low-profile saddle with a wide rear passenger pad, for optimum comfort, and dazzling style.

**See your Biker's Choice Dealer to order Danny Gray seats. www.bikerschoice.com.**

## Harley-Davidson

Road King owners will take pleasure in the long-lasting comfort the new Touring Bucket Seats provide. Equipped with a deep-contour rider bucket, these touring seats provide lower back support and maximize luxury for the long haul. Passengers will also benefit from the comfort of a wide 12-inch pillion.

Instead of sacrificing on padding, Harley-Davidson Genuine Motor Parts and Genuine Motor Accessories went back to the drawing board and designed a seat offering both comfort during the long ride and security for the quick stop. The wide bucket saddle has a seat width of 14.5 inches and provides plenty of touring comfort, while the narrow front end allows the riders to sit with their legs closer togetherÑperfect for those with shorter inseams.

This line of limited production seats combines quality construction and radical styling better than any other seat on the market and each one is sure to be snapped up in a hurry. Each seat features reinforced internal padding with built-in back support for the ultimate in riding comfort. Each seat is constructed from top grain leathers and is accentuated by a genuine alligator inlay—each with its own unique pattern.

Of course, as with all Harley-Davidson Genuine Motor Accessories, extreme attention to detail has not been overlooked. Each Exotic seat is custom stitched and the underseat is beautifully finished to ensure each handmade seat is as tough as it is trick.

**Consult your local Harley-Davidson dealer to see more seat and Genuine Motor Accessories. www.harley-davidson.com.**

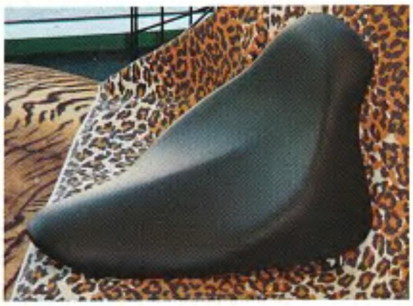
## Heartland

Capture the clean, lean rigid look for your Softail. Heartland's frame hugging seat is designed to get you as low as possible. These seats are available in premium Naugahyde or genuine leather.

**See your Chrome Specialties dealer or catalog to order Heartlands seats. www.chromespecialties.com**

## High End

Got Buttcrack? Of course you do! Let High End Products fill the void with their unique ergonomically designed solo seat. Take a good look at this unique seat (below); check out the contoured design that runs down the center. Get it? Now you understand where the name comes from. The Buttcrack is very comfortable and aesthetically appealing. They use only the finest materials over hand-laid fiberglass pans. Each seat is lined on the bottom so it protects your paint.



This beast was caught trying to ruin a par 4 for George the Golfer in Florida. Dress up your ride with the creme de la creme of motorcycle seats, an exotic skin by High End Products. All High End Seats are handcrafted in a variety of leathers, suedes and exotic skins. These guys provide the highest level of quality and value. High End Products offer added features such as impressionable foam and Pro-Pad polymer gel to create a more comfortable and stylish ride.

**High End Products: (949) 589-5956; www.highendseats.com.**

## Jammer

Smooth and without any buttons or stitching, the deluxe plain solo seat and pad are just right for smooth comfort. Vinyl covering, made to fit custom applications. Use with CSI solo seat springs, pivot brackets and seat bracket kits.

**See your Chrome Specialties dealer or catalog to find out more about this and many other Jammer seats. www.chromespecialties.com.**

## LePera

The LePera Cherokee adds an authentic retro-chopper look to your bike (above). It features a metal baseplate with protective carpeting to protect your paint.

The Silouhette Solo seat from LePera is low, sleek and features rounded edges. Its perfectly contoured shape melts into the lines of any bike, stock or custom. Comfort in each seat is achieved by using a perfectly sculpted one-piece molded foam foundation.

**Check out the Custom Chrome catalog for these and many more great custom seats by LePera. www.customchrome.com.**

## Mustang

Here's a great custom seat (left) from Mustang that is really practical. It features super clean styling and is cut low for the rider, plus squared in the back for comfort. The Squareback is a perfectly tailored custom seat.

This cushy seat (right) features extra-wide pillow top driver and passenger seat area, for a custom look with touring comfort. It has a heavy-duty steel baseplate, plush pillow cushion, high-density foam, and an all-weather cover.

**See your Chrome Specialties dealer or catalog to find out more about this and many other Mustang seats. www.chromespecialties.com.**

## Saddlemen

The Lo-Boy seat by Saddlemen is all about styling and profiling. The easy to install one-piece base gives the Lo-Boy the appearance of a solo seat and P-Pad. Maximum lumbar support is built into the lowest leanest look available. The Lo-Boy gets you down into the bike for a better ground control. The driver's portion features a SaddleGel pad for unsurpassed comfort and even distribution.

Profiler saddles by Saddlemen are low, comfortable and lean, and fitted with a new SaddleHyde cover. Seat and tail sections hug the frame and fender for the ultimate custom look and bad attitude. SaddleGel padding is standard in driver area on all models.

**Contact J&P Cycles at 1 (800) 397-4844; www.jpcycles.com and check out their selection of Saddlemen motorcycle seats.**

## Xzotic

Xzotic's low profile Glove Sole Seat allows the lowest possible seat position, is made from black poured foam and can be used in combination with Xzotic's removable passenger pads.

**See your Biker's Choice Dealer to order this, or one of many more designs from Xzotic. www.bikerschoice.com.**

A WILD EXOTIC RIDE

# Luscious Leopard

In a jungle of high-tech custom bikes, it takes something very special to survive... to cause a rush of adrenaline from merely looking at a bike. The untamed veracity, sheer power, and sleek lines of this big cat could freeze an entire herd of go-fast gazelles in their tracks. Silent and motionless, watching it's prey, this leopard is at once graceful and beautiful, yet, powerful and menacing. Inspired by one of nature's fiercest creatures, this beast survives by successfully stalking before giving chase. Its markings serve to camouflage, providing a royal cloak of unparalleled impressiveness and instant intimidation. When Steve McMillian approached Eddie Trotta of Thunder Cycle Designs of Ft. Lauderdale, Florida, with this project, it was a welcome and rewarding challenge.

Steve is a collector of many big boys' toys in the fast and exotic category. When he felt the need to answer his latest primal urge, his first and last stop on the hunt for impeccable talent was at Eddie's place.

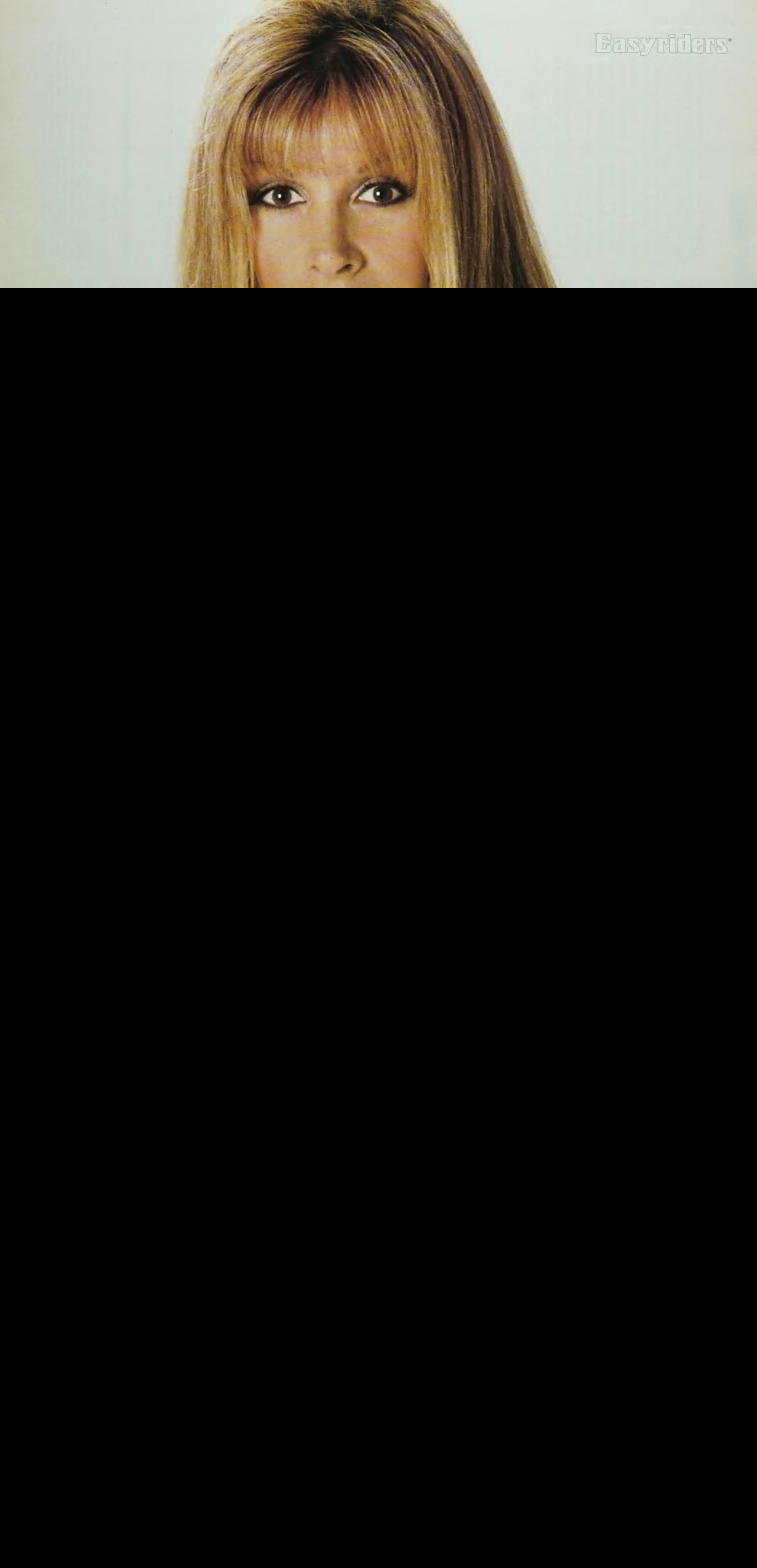
Eddie began building a legacy of custom-designed, handcrafted bikes 30 years ago. After leaving his alliance with Lou Falcigno of C&L Hog Shop in Ft. Pierce, Florida, and finding his home farther south, Eddie began putting together some of the finest sleds you're likely to see anywhere, while working with most of the other guys in the biz. Today, Eddie still inflicts his attack on conventional methods by keeping his skills as sharp as any giant feline's teeth. He contributes much of his time to personally lending his mastery to each project. "I just can't allow myself to simply bolt on a fender—it has to be shaped to reflect some of the personality of the bike," Eddie told us.

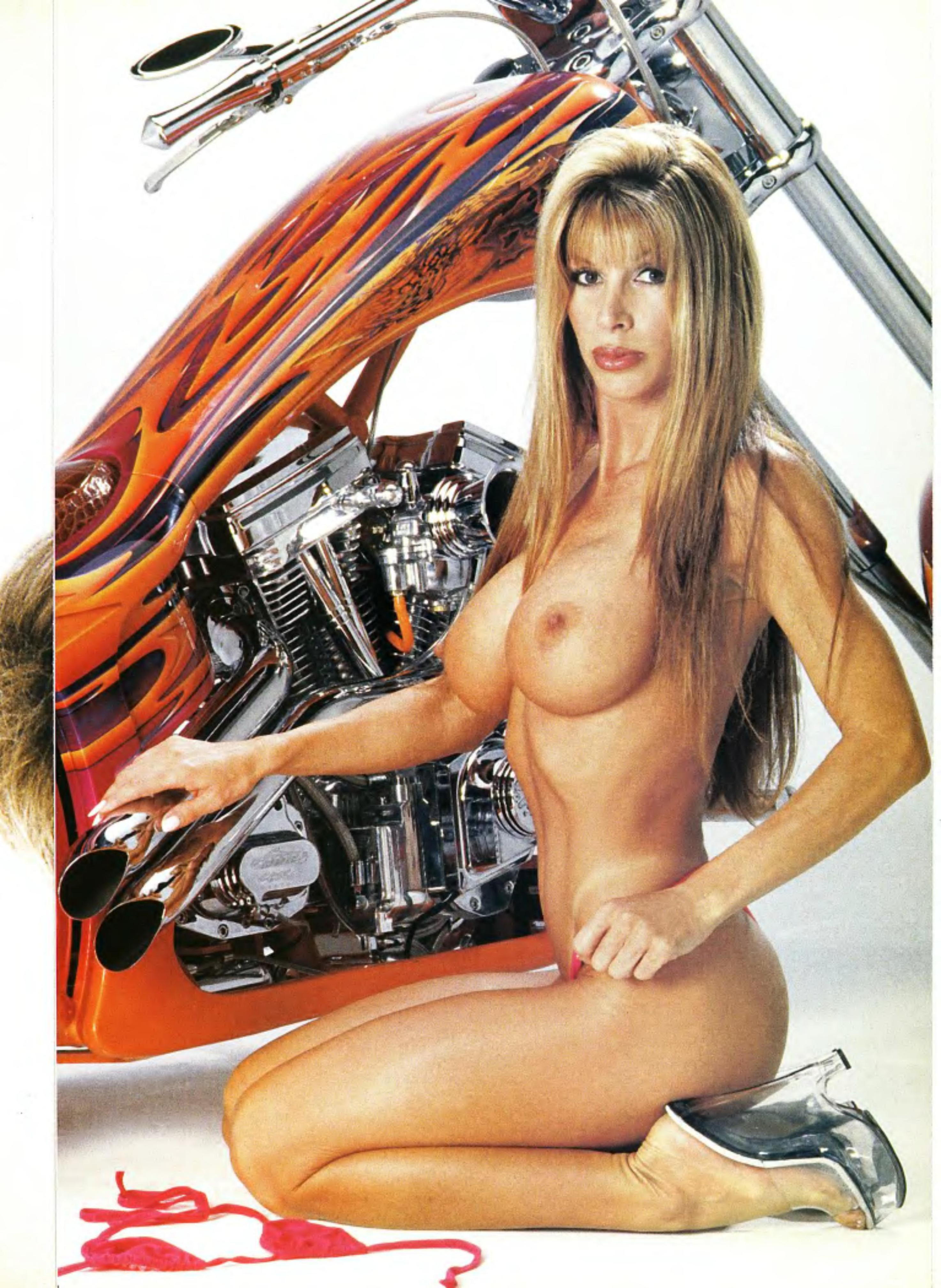
Eddie uses 1.5-inch tubing for his frames, which takes nearly twice as long for him to fabricate as traditional 1.25-inch pipe. After Billy Streeter carefully applied the orange base coat, Eddie enlisted the stellar artistry of Arizona painter, Dawne Holmes. She studied photos of animal skulls and skeletons to insure her drawings would be very lifelike before cranking up the airbrush and using "dry pearls" to show off. The paint scheme follows all of the elements of the bike's lines, even flowing along with the pipes.

By the way, if you want to put a set of these pipes on your own proud ride, Eddie has started producing them as part of the Thunder Cycle Designs line which are featured on the Leopard bike.

Call Thunder Cycle Designs at (954) 763-2100 or visit www.thundercycle.com. Steve, the bike's owner, heads a business venture in Coach Leathers Co. and supplied the skin for Jeff Phipps to work his righteous stitch-witchery upon.

In this example of exquisite attention to line and detail, notice the frame's massive flared downtubes, the heavy and fluid molding, the way the oilbag slips off into the frame. According to Eddie, "As incredible as this bike is, during the photo shoot we were all stalking Amy Lynn—a curvy cat in her own right." You'll find her at: www.amylynn.com. Sort of turns your heart into a big pile of meow-mix don't it? —*Jeff Moore*


Easyriders



# passin' gas

Einstein dies and goes to Heaven. At the Pearly Gates, Saint Peter tells him, "Sure, you may look like Einstein, but you have no idea the lengths to which some people will go to sneak into Heaven. Can you prove that you're really who you say you are?"

Einstein ponders for a few seconds and asks, "Could I have a blackboard and some chalk?" Saint Peter snaps his fingers, and instantaneously a blackboard and chalk appear. Einstein proceeds to describe, with arcane mathematics and symbols, his theory of relativity.

Saint Peter is suitably impressed. "You really are Einstein!" he exclaims happily. "Welcome to Heaven!"

The next soul to arrive is Picasso. Once again, Saint Peter asks for credentials. Picasso asks, "Mind if I use that blackboard and chalk?" Saint Peter nods and tells him to go right ahead.

Picasso erases Einstein's equations and sketches a truly stunning mural with just a few strokes of chalk. Saint Peter claps. "Surely you are the great artist you claim to be!" he says. "Come on in!"

Just then Saint Peter glances up and sees George W. Bush approaching the Pearly Gates. He tells him, "Einstein and Picasso both managed to prove their identity beyond a doubt. How can you prove yours?"

Bewildered, George W. asks, "Who are Einstein and Picasso?"

Saint Peter sighs and says, "Come on in, George."

*Annie Greensprings*
*Wine Country*

One day a rabbit managed to break free from the laboratory where he had been born and raised. Hopping away, he felt the soft dewy grass under his little feet and saw the early dawn breaking for the first time in his life. "Wow, this is great!" he thought.

It wasn't long before he saw yet another wonderful sight: lots of other bunny rabbits, all free and nibbling away at the lush green grass. "Hey!" he called out. "I'm a rabbit from the laboratory, and I've just escaped. Are you wild rabbits?"

"Yes," they cried. "Come and join us." So our little friend hopped over to them and started eating alongside them. It was delicious. "What else do you wild rabbits do?" he asked.

"Well," one of them said, "you see that field over there? It's got carrots growing in it. We dig them up and eat them, too." He couldn't resist, and he spent the next hour eating the most succulent carrots. They were wonderful.

"There's one other thing you gotta try," said one of the other rabbits, pointing. "You see those rabbits there? They're girls. We have sex with them. Why don't you check 'em out?"

The little rabbit spent the rest of the morning frolicking with all the horny females, finally hopping happily back over to the guys. "That was fantastic," he panted, "but now I have to get back to the laboratory."

The wild rabbits stared at him, surprised. "But why? Don't you like it here?"

"Oh, I certainly do," the rabbit replied. "But I must get back... I'm dying for a cigarette!"

*Morris the Cat*
*New Hampshire*

Paul, the club's newest prospect, has signed up for his first parachute jump. The skydiving instructor tells him, "It's simple. After you jump out of the plane, just count to three and then pull your ripcord."

The problem is that Paul, being a typical prospect, has trouble counting even that high. "Okay," the instructor tells him, "here's what you do. Instead of counting to three, just yell 'Geronimo' and then pull the cord."

The day of the big event comes, and high overhead, Paul the prospect leaps from the plane . . . and plummets straight to the ground like a rock, without ever deploying his chute.

The emergency services rush to his broken heap of a body, and the paramedics asks him what the hell went wrong.

"I just couldn't remember that friggin' Indian's name!" moaned the prospect.

*Walter R. Rengly*
*On the Road*

While sucking down some suds at the local watering hole, Handsome Hank manages to score with one rather Nordic-looking blonde hardbelly. Sure enough, in three shakes of her tail, they're back at his pad and ripping each other's clothes off.

Proud of his reputation as a lady's man, Handsome Hank carries her to his bed and makes passionate love to her, forcing himself to hold out as long as possible. Rolling off her at last, he asks her smugly, "So, baby . . . you finish?"

After a slight pause, the blonde replies, "No."

Surprised but not defeated, Handsome Hank climbs back on top of her and has his way with her again, this time taking even longer than before. He finally completes the deed and again rolls over, asking, "Okay, tell me now . . . you finish?"

And again, after a short pause, she simply says "No."

Stunned, but now acting on a matter of pride, he once again mounts his *companion du jour*. With all the strength he can muster, he barely manages to end the task—but he makes it, after one helluva lot of time and energy spent. Barely able to roll over, he croaks hoarsely, "I gotta know . . . you finish?"

To which her dreamy reply is, "No... I'm Swedish."

*Scary Gary*
*The Buckeye State*

**How is life like a dogsled team?**
If you ain't the lead dog, the scenery never changes.

*Sarah*
*West Coast*

**Why won't cannibals eat divorced women?** Too bitter.

*"Retry"*
*Puttin*

Face it—everybody can use a good laugh now and then That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

**Owner:** ........................Steve McMillian
**City:** ..............................Chicago, Ilinois

**General**

Fabrication: ......Thunder Cycle Designs
Year/make: .............2001/Thunderbike
Model: ..............................Thunderbolt
Assembly: ........Thunder Cycle Designs
Time: .......................................6 months
Chroming: ....S&H, and Atlantic Plating

**Engine**

Year: ..............................................2001
Model: ..............S&S Super Sidewinder
Rebuilder: .......................Brian of TCD
Ignition: .........................................Crane
Displacement: ......................113 inches
Lower end: ....................................S&S
Balancing: .....................................TCD
Pistons: .........................................S&S
Cases: ...........................................S&S
Heads: ...........................................S&S
Cam: ........................................Zippers
Lifters: ........................................JIMS
Carb: ................................S&S Super G
Air cleaner: ..................Thunder V-stack
Pipes: ...........................................TCD

**Transmission**

Year/make: .........................2001 Baker
Modifications: .........................chromed
Shifting: ......6-speed with Primo clutch
Engine sprocket: ...........................H-D
Trans sprocket: ........Andrews 31-tooth
Wheel sprocket: ...........GMA 70-tooth

**Painting**

Molding: ...........................Chip of TCD
Painter: ..............................Billy Streeter
Color: .........................................orange
Type: ..............................House of Kolor
Special paint: ................Dawne Holmes

**Frame**

Year: ..............................................2001
Builder: ..........................................TCD
Type: .............Rolling Thunder 1.5-inch
Rake: ..................................45 degrees
Stretch: ..............................6 inches up
Other alterations: ......flared downtubes

**Accessories**

Bars: ...............................................TCD
Fenders: ......Jesse James, modified by Thunder Cycle Designs
Headlight: ...........................Headwinds
Taillight: ...........................TCD TC-139
Speedo: ..........................................little
Front pegs: ...............RC Components
Electrics: ........................................TCD
Gas tank: ..........D&D modified by TCD
Oil tank: .........................................TCD
Oil system: ......................................S&S
Primary cover: ..................TCD Shroud
Seat: ..................................Jeff Phipps
Mirrors: ...............................TCD Ovals
Grips: ..........................TCD Hourglass

**Forks**

Type: .........................................inverted
Extension: ..............................12 inches
Builder: .........................................Spyke

**Wheels**

**Front**

Size: .....................................21 inches
Hub: ..................Performance Machine
Rim width: ............................2.5 inches
Tire: .................................Avon 90 x 90
Brake: ................Performance Machine

**Rear**

Size: .....................................15 inches
Hub: ..................Performance Machine
Rim width: ................................7 inches
Tire: .......................................Avon 230
Brake: ...........................................GMA
**Photos:** .............................Don Rogers

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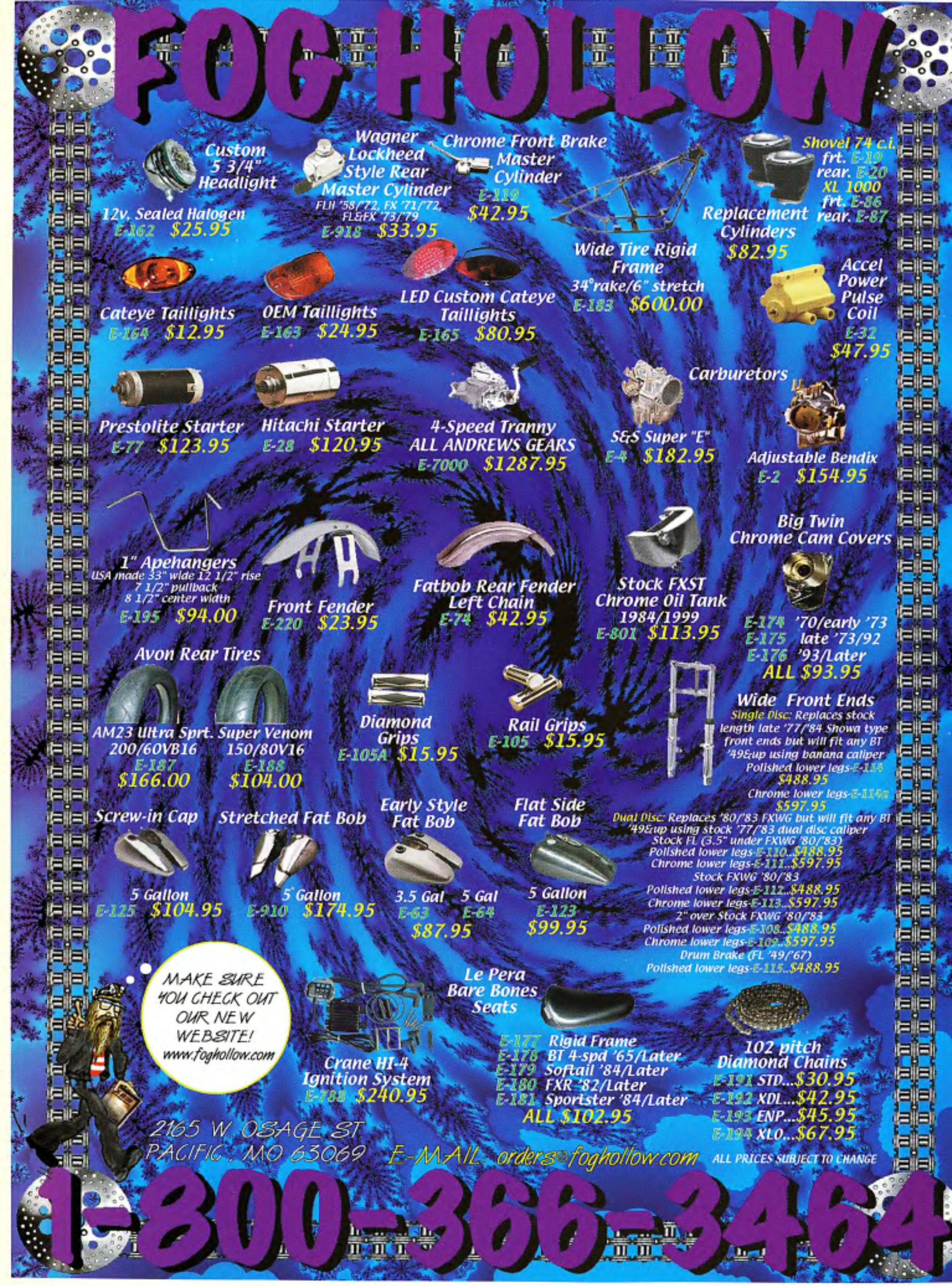

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Polished lower legs-E-112..$488.95
Chrome lower legs-E-113..$597.95
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Chrome lower legs-E-109..$597.95
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Polished lower legs-E-115..$488.95
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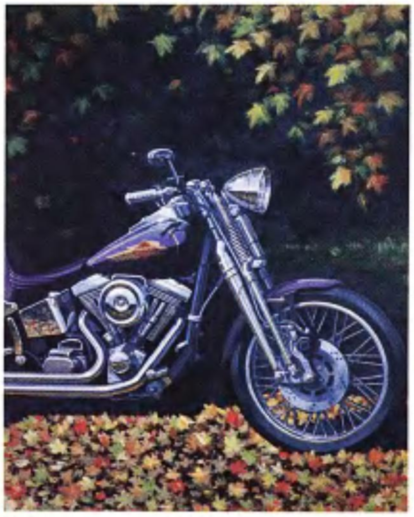
# From Pinballs to Panheads: Artist Dan Hughes Captures the Harley Magic

Growing up in Chicago, Dan Hughes would sit beside his father and watch him paint refrigerators for a living...



Robert Dan Hughes worked as a commercial artist creating hand-drawn advertising for retail store newspaper ads. It was in the days before computers when artists were called upon to draw everything from the latest DeSoto to the newest Frigidaire, and newspapers were, in a way, foldable art galleries. "When I was 3," Dan says, "I was already drawing highly elaborate scenes of battleships and frogmen, the result of watching my father at his profession. On those rainy Chicago days there were always plenty of pencils and brushes lying around the house to grab, and drawing became a way of living out my childhood fantasies. My father was self-taught, never taking a formal lesson, and considered art a never-ending learning process; he always did well at it. Back in the '70s and just out of high school I got into the same kind of work in a Chicago studio drawing lawnmowers and refrigerators full of food. Each carrot and head of cabbage drawn by hand. Advertising photography was still a relatively expensive process at that time, and it was cheaper to pay someone to sit and paint a refrigerator full of food or a socket wrench. But that kind of commercial art work eventually dried up and disappeared, and my father began producing wildlife sculptures which became very popular, and still are, the pieces produced in gypsum, a hobby kind of thing people that bought and painted."

Dan eventually moved to Milwaukee where he was employed creating commercial artwork ads for the likes of Miller beer as well as drawing outboard motors for companies like Johnson and Evinrude. "Then I worked for the pinball industry, creating a lot of pinball-game arts. At that time, there were four big pinball companies located in Chicago, the city where it pretty much started. Now they're gone, replaced by arcade video games. But at one point, there was a resurgence of interest with the production of the newer three-dimensional pinball games, the ones based on movies, and that helped the industry. They created a pinball game for about every movie made, and the industry used me to do a lot of motorsport-oriented games as I was really into race car art back in the '80s, painting a lot of Indy and Formula One cars. I did a Corvette pinball game and an even a video game called 'War Gods', which was kind of fun doing monsters and stuff. It was like working for Hollywood because it was a big industry with a lot of money. They'd wine and dine you, and because they were tied into the movies, there were always movie celebrities around, and you never knew who you'd run into, the stars coming in to record their voices for the games. I remember when they did Indiana Jones and the time when a bunch of the wrestlers came in to do a wrestling game."

Meanwhile, Dan and his father were heavy into dirt bike riding and motocross, but after accumulating several years' worth of injuries, he hung up his racing boots. It was right after the pinball industry went kaput that he backed off from art for a while, taking a mental breather. "Commercial art was always work, while motorcycling was something I always enjoyed doing, so I made one of those career changes and spent several years working at bike shops. Then that

little voice came back telling me it was time to get back into my art, but this time I wanted to merge both passions."

As a result Dan spends his days painting motorcycles, mostly working in acrylics. He's also a talented airbrusher. "For me, airbrushing was tedious because I really enjoy brush strokes and being able to look at a painting and being able to tell it's a real painting. Photo-realistic work leaves me a little cold; I like to see the detail and subtle nuances created that make it so unique. I spent a summer getting back in the painting groove, and then sent out a few photos of my paintings. Lo and behold, Dave Nichols from *Easyriders* calls me. It was a great boost and a jump start, his support coming just at the right time."

Dan produces his work in a larger format range measuring 32 x 26, and the plan is to make prints available from the originals seen here. Currently several of those originals can be viewed on the Internet at www.hdart.com where response has been both immediate and positive further fueling Dan's output. "I don't stage a photograph, my paintings tend toward the impressionistic. The images come out of my head. I don't get too crazy with the background, it's very loose; for instance, I did a painting with a Road King which features just enough of the colors and cactus to create the impression of the desert. I have a special affinity for Harley-Davidsons because a Harley is art. There's something about a Harley... it's just really interesting visually, something the other manufacturers have lost touch with. You can really appreciate the mechanical qualities. Everything's there to see, like the exposed push rods and distinctively shaped cases and finning. Other bikes look pretty sterile in comparison. You can take that motor and put it into any configuration your imagination can come up with, and it still has that Harley magic. To me I'd love to have a Road King, but on the other hand I'd like to design the wildest chopper I could think of. When I sit down just to enjoy drawing, I draw the fantasy motorcycles that I'd like to build. Again, it's living my fantasies through my drawings."

While both the originals and prints are available, Dan is now taking individual assignments from bike owners who want their custom bike on canvas. But forget about asking him to restore your classic pinball machine, he's back into two wheels and happy to stay there. And there happens to be the tranquility of a farm nestled out in the countryside near Springfield, Illinois. "It's kind of like living in Hooterville. When they came out to hook up my phone, it didn't work. A possum had chewed through my phone line underneath the house. The phone company told me to go outside and plug my phone into the telephone pole. So there I was, standing in the snow, plugged into the phone pole, thinking about the *Green Acres* TV show. It's a different experience for someone who's been living in the suburbs of Chicago all their life. But farm life has got its up side. It's real quiet, no one bugs me, and I get to realize my dream, painting motorcycles. I look forward to traveling around meeting bike people who enjoy my work and getting new inspiration from them and their Harleys."

We at *Easyriders* have seen a lot of artists over the years, but there was something about Dan's work that struck a special chord. He seems to have that magic connection with Harleys and a talent that can transmit that magic in brush stroke and paint. If you'd like to talk to Dan you can reach him at (217) 947-2587.

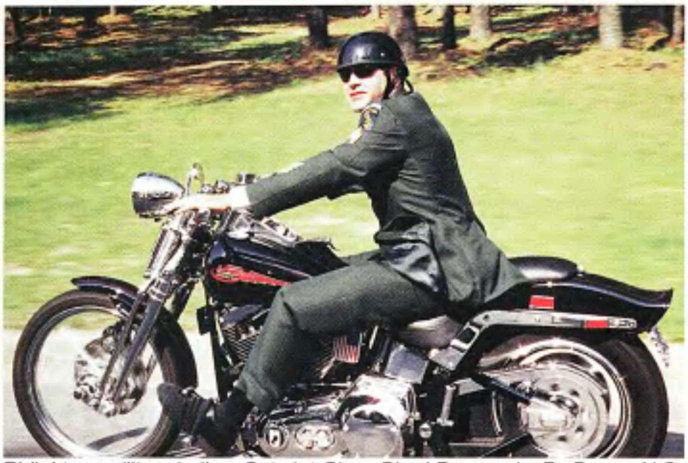
Hopefully that possum hasn't chewed through his phone line again...it's always a problem getting their tiny fried faces out of the wiring.

*—Paul Garson*

"Hmmm... how do I tell these guys I have no idea where I'm going?" *—Conan, Boozefighters MC, Va.*

A whole new kind of six-pack. *—Andres Arrizurieta, Dirty Harry's wet T-shirt contest, Biketoberfest 2000, Daytona Beach, Fla.*

Ladies love outlaws. —*John and Carol Sapp, Snellville, Ga.*

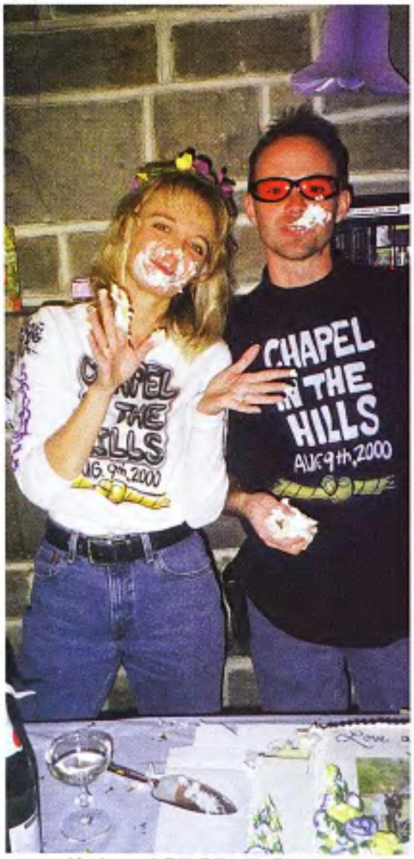


Ridin' to a military ball. —*Sgt. 1st Class Chad Bourgeois, Ft. Bragg, N.C.*

"I solemnly swear I won't drop it." —*Ol' Koot, Ventura, Calif.*

"It's Big Lars the giant biker. Just smile and pretend you're happy to see him!" —*Pig Pen, the Hummers at Froggy's, Biketoberfest 2000.*

It's fun dating girls from the Star Trek convention. *—Wolfgang Karolczak, Wassenberg, Germany*




*—Karla and Bill O'Neill, Pittsburgh, Pa.*

All-American bikers. *—Tom Cipriano, Rolling Thunder 2000, Washington, D.C.*

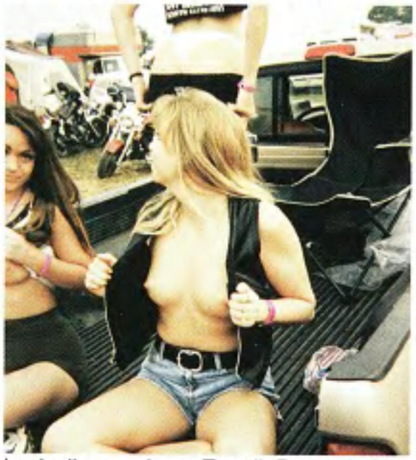
Showin' a little class. "Gettin' his kicks on Route 66." *—Darren Russo, Wales, Mass.*

"Reckon I could get in your magazine?" You bet!

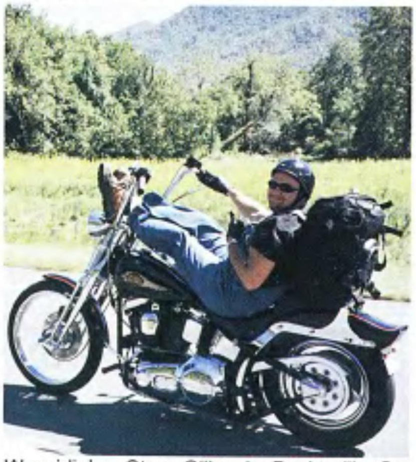
*—S. Summers, Washington Court House, Ohio*

Every group has at least one goofball. Give 'em hell, Skippy. *—Andrew Papkin, Connecticut Motorcycle Riders Assn. Toy Run 2000*

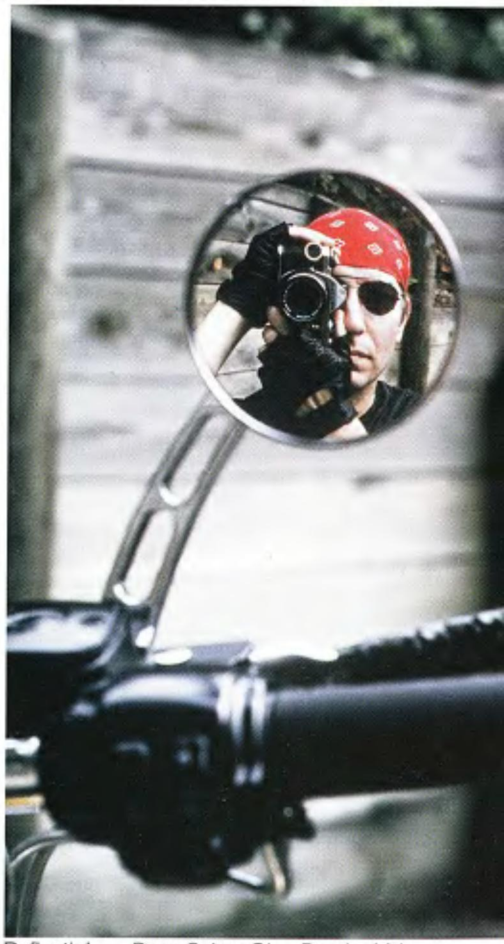
*Brrrr!* *—Gypsy Carr, Charlotte, N.C.*



Look alive. *—Jason Truxell, Freeport, Ohio*



Wes ridin'. *—Steve Gillespie, Daniesville, Ga.*



Reflectin'. *—Dean Salvo, Glen Burnie, Md.*

Good grief, two more bros down!

—*Klammer and King Wedding Day, Mammoth Lakes, Calif.*

Nice mug. —*Rob Tully, Daytona Beach, Fla.*

Group hug. —*Wayne Wisher, Biketoberfest 2000, Daytona, Fla.*

She's hot and lickable too! —*David Hrycyk, ABATE of Maryland*

Sheesh, we have *two more* bros down! —*René Bergeron and Manon Lamarche, LaSalle, Quebec*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. WE NOW ACCEPT DIGITAL PHOTOGRAPHY!

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AN OLD BIKE THAT'S FOREVER

# Pure Gold

There's a framed, 8 x 10 black-and-white photo that sits on Steve Horn's office desk. It's a picture of his dad. He's 19, grinnin' in the saddle of a bobbed '47 knucklehead. Good looking, fun-riding Harleys run in this family.

"I got my first panhead when I was 17," Steve says, telling us he later moved up to a shovel when he was 22. Well, like many riders, Steve drifted away from bikes for a while; he went to school, and started a career. But always, kept alive in the back of his mind, was a plan for a bitchin' rigid pan, "one built the way I'd always wanted one." Here it is, Steve's first scratch-built ride, by the way.

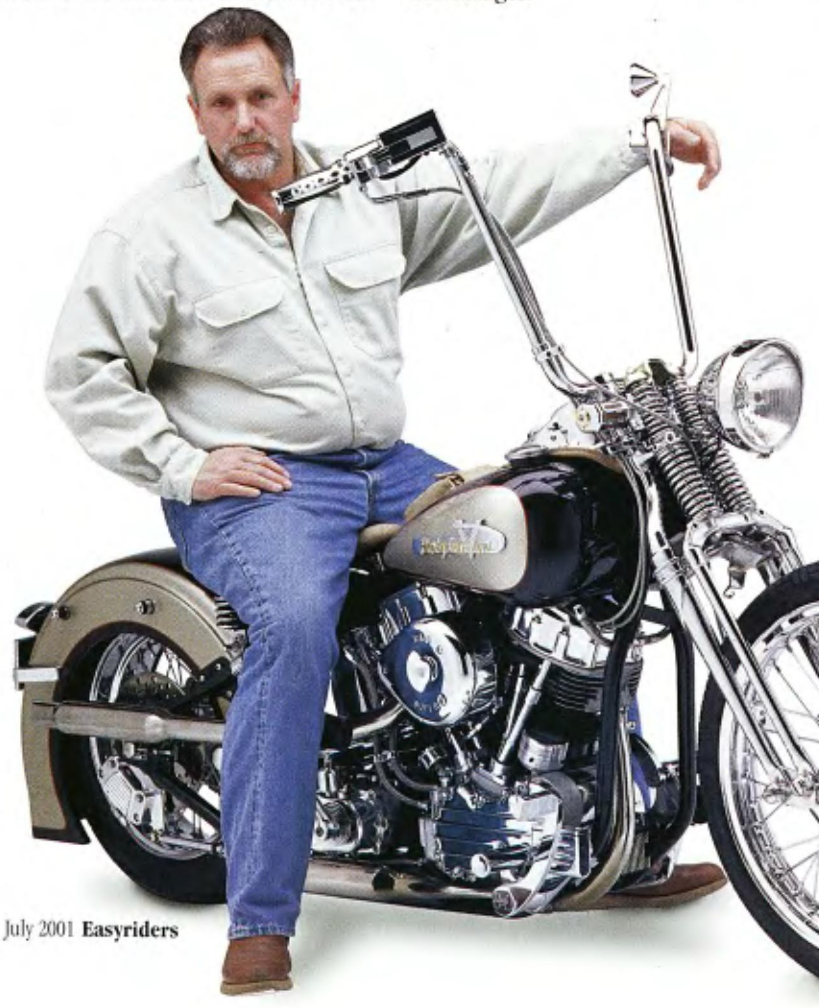
During the dreaming stages, back in '87, Steve came across a sweet little panhead built by Arlen Ness. It was set in a Paughco rigid and running a narrowed Springer, apes, and a tail-dragger rear fender, Steve fell in love. "There's nothing better than a rigid pan, set up with apehangers and a Springer," he says.

He's got a point. It's tradition. It's a style that's forever, and, coincidentally, one that's flame-hot right now, too. But more than just a looker, Steve's bike is a runner. "If it's not raining I'm riding," he says. Besides being Steve's everyday commuter bike, he's ridden it to Sturgis, Reno, Laughlin, everywhere. "It's short and squat, it's bad and it's bitchin'," he says.

Wisely deciding to save both time and, ultimately, money, Steve skipped the swap meets and assembled his panhead from all-new hardware, front to back, top to bottom. The motor is based on Delkron cases, S&S 84-inch internals, and STD heads. Hall's Harley-Davidson pitched in with the lower-end assembly, but Steve took over from there. "And it's a one-kick and you're gone deal," he says. "Runs like a top." The goal was a bike built to ride, and the all-new pan delivers. The new engine mounts some great old hardware too, bits like the cast, finned-aluminum covers that replace the standard tins, hard-to-find relics from the '60s. "They make the motor a little more massive looking too, don't you think?" Steve asks. Definitely!

Keeping a classy look, Steve stayed away from the obvious and didn't flame-paint his bike. Instead, his life-pal Linda pitched in with the color choice: standard, but very rich looking, H-D 95th Anniversary colors, burgundy and champagne. There are nice little Horn-crafted tricks and touches all over the ride too, for instance the rear fender. Steve laminated two 3/8-inch thick aluminum valances to the sides of that Ness fiberglass tail-dragger, eliminating the need for other fender brackets down to the frame.

And check out those chrome studs paired-up on either side of the fender. They accept quick-connects from a late-model Softail and mount a seat and sissybar when the need arises. And by the way, the whole rear wheel easily drops straight out the bottom for servicing and tire changes.

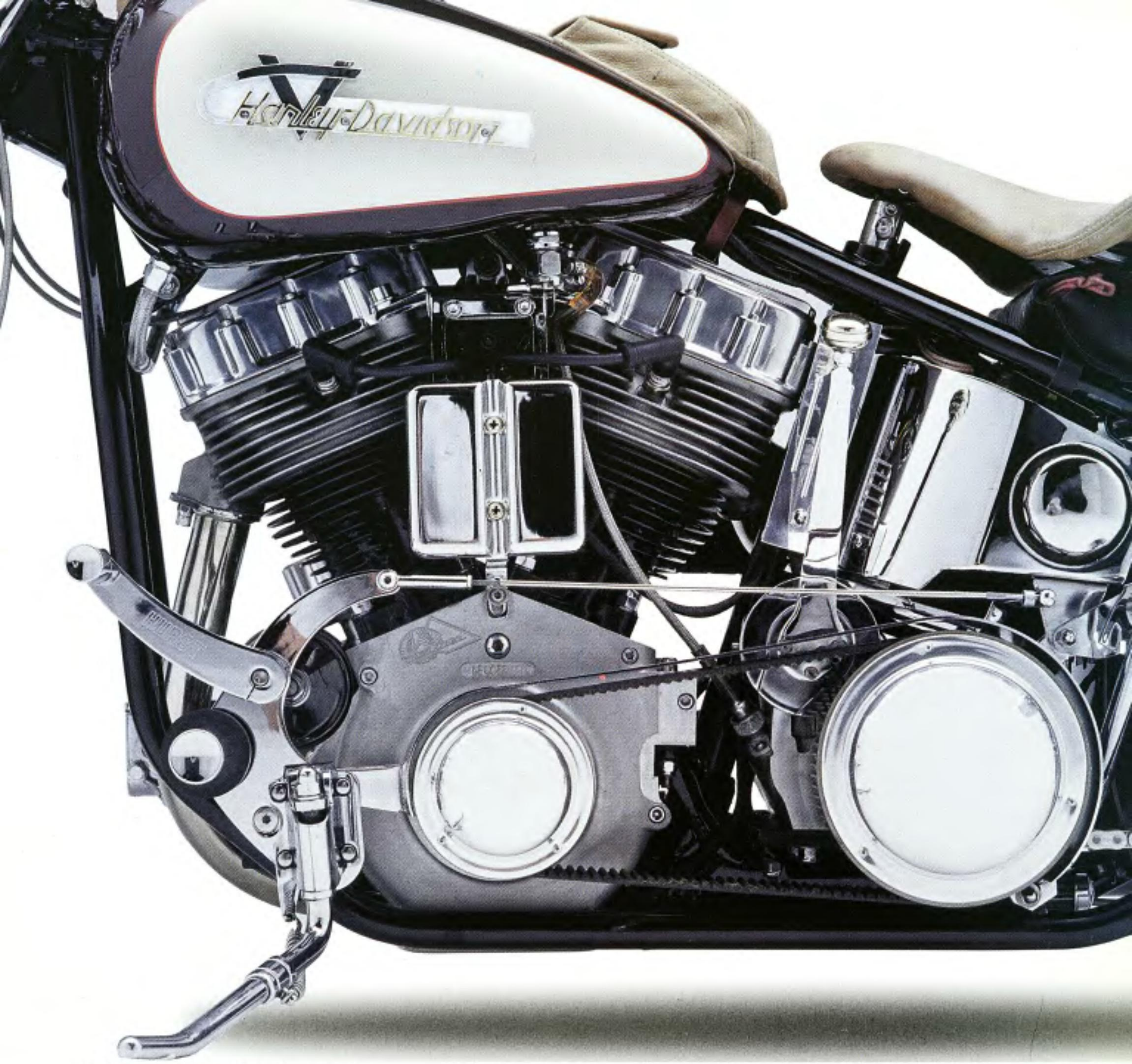


Harley-Davidson

Like we said, Steve rides this bike everywhere, rolling it all over the place. It's an on-the-road pleasure. "That S&S lower-end is really balanced," he says, "There's no vibration to speak of." Steve says the '36 trike pogo-seat and its springs work just fine too, and at a 65-mph cruise speed, "it's as comfortable as any Softail I've ever ridden." Steve's now used to shifting the theme-mandated jockey, too. "I just get with the program and I'm gone," he says.

Up and running for a couple years now, Steve never tires of explaining his ride to curious admirers. "There's nothing like building your own bike!" he says. Rightfully proud of the accomplishment, he goes on to say, "I did everything on this one, except the paint, upholstery, and chrome."

During the build, Jody at Oroville Motorcycle had all the answers Steve needed, and Pete Barnett piped in with constant encouragement to stay out in the garage and get it done, but when people ask "where did you get your bike," Steve beams his answer. "I built it!" he says, adding that that's probably the most fundamental joy a biker can experience. Other than riding something this nice, of course. *—Joe Kress*




**Owner:**..........................Steve Horn
**City:** ..................Oroville, California

**General**
Fabrication: ..........................owner
Year and make: ..1998 Spc. Const.
Model:..........................classic rigid
Assembly: ............................owner
Time: ....................................1 year
Chroming: ............Custom Chrome

**Engine**
Year and model: ......1998 panhead
Rebuilder: ...........owner/Hall's H-D
Ignition: ..............Mallory electronic
Displacement:........84 cubic inches
Lower end: ..............................S&S
Balancing: ...............................S&S
Pistons: ...................................S&S
Cases: ................................Delkron
Heads:.....................................STD
Cam: .......................................S&S
Lifters: .................mechanical type
Carb(s): ......................S&S Super E
Air Cleaner: ..............................S&S
Pipes:...............................Paughco
Mufflers:...........................Paughco

**Transmission**
Year: ..........1998 RevTech 4-speed
Modifications:..................machined case, kickstart
Shifting: ..............................jockey
Primary drive: ..................3-in. belt
Trans sprocket: ................25-tooth
Wheel sprocket: ................70-tooth

**Paint**
Molding: ..................................none
Painter: .................Kevin Pickering
Color/type:................burgundy and champagne
Special paint: ..................95th H-D Anniversary Colors

**Frame**
Year: ........................................1998
Builder: ...........................Paughco
Type:........................wishbone rigid
Rake: ......................................stock

**Accessories**
Bars: ..................16-in. apehangers
Risers: ....................................2-in.
Handlebar controls:................Hurst
Fender(s):................Ness, modified
Headlight: ...........Custom Chrome
Taillight: ...........................cat's eye
Speedo:................Custom Chrome
Pegs: .......................................Hurst
Electrics: ............by owner, minimal
Gas tank: ........H-D Fat Bob, 5-gal.
Oil tank:..........................horseshoe
Oil system: ..............................S&S
Seat: ..................1936 trike pan, by George's Top Shop
Mirrors: .............................minimal
Grips:.......................................Hurst

**Forks**
Type: .................................springer
Builder: ................................V-Twin

**Wheels**

**Front**
Type:....................Custom Chrome, laced
Size: .......................................21-in.
Rim width:...............................2-in.
Tire:...............................80/90 x 21
Brake: ....................................GMA

**Rear**
Type: ..........Custom Chrome, laced
Size: .......................................16-in.
Rim width: ........................4 1/2-in.
Tire:.............................140/70 x 16
Brake: .....................................GMA
**Photos:** ..................Michael Lichter

# FoxHunt

## Meet February's Winner

Check out the February hottie, Carie. Originally from Kansas, this beauty grew up in Arizona and has traveled around a bit, finally perching in Nebraska. Carie loves bikes and cars, along with sushi, collecting antiques, drawing, and an entire laundry list of other hobbies. In her spare time she's completing her program to be a certified personal trainer. I know I'd pay big money for that body workin' me over! She loves to laugh too...that'll come in handy during our workout. Her latest endeavor involves raising her eight-month old boy, Thunder. No, this isn't a trailer queen with a penchant for wrestling, Thunder's a black lab. Be careful with this redhead, her mom's her best friend—so if ya piss off mom? After walking away with the votes, we flew her out to Cali for some warmer weather. We teamed her with our Finnish photog, Jan Hagglund, and Firefighter Engineer Jeff Davis' 1998 special construction. We were glad a fireman was on duty during the shoot—for safety reasons, you understand—although we had to hose him off a little. Oh, hell I'll admit it, we all needed coolin' off! After that, we tortured her with sushi and saki until we were thrown outta the restaurant. Seems like Carie's a pro at this saki stuff. She had to pour us into the back of the truck, so she could get back to the hotel. Did I tell ya she likes movies? Ask her anything about *Evil Dead II*, she'll amaze ya. For us it was her eyes, the lips...OK the whole package, but what do we know?

—*Howie Feltersnatch*

Kristen–California

#701

*"It was incredible. It made me feel so free inside, all I wanted to do was ride all night long...the bike too!"*

Linda–Ohio

#702

*"My first ride on a Harley took my breath away. To hear, feel, and experience everything around you was the best, you gotta love it."*

Sapphire–Arizona

#703

*"I was on a 1963 ironhead Sporty. It was hard, fast, and rough...just the way I like it."*

Sue–Massachusetts

#704

*"It was to a bachelor party! My driver was more than capable of handling the party and the bike."*

Rebel–Florida

#705

*"My first ride was with my father. It was the most exciting thing I had ever experienced. Ever since then, I've been riding."*

Tracey–Maryland

#706

*"My first ride was like nothing else. The soft vibration made me so hot and wet, it was a dream come true."*

# FoxHunt

**Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!**

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #337 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes June 1, 2001. The voting deadline for this month's crop of cuties is June 30, 2001. We'll print the winner in the October 2001 issue.

Here she is, bros, the March 2001 winner in our monthly Fox Hunt, Amanda, #301, from New Orleans, Louisiana. See more ofher next issue.

**337**

**FOX HUNT**
**P.O. Box 3000,**
**Agoura Hills, CA**
**91376-3000**

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Model's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
I am _____ years of age, born ______________
I will pose fully nude ______________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
Photographer's Signature ______________________

***Don't forget to vote! These girls are depending on you!***

Send a photocopy of your picture I.D.that shows your signature and photo.

**In the space below, or on a separate page, tell the staff about your first ride on a Harley.**

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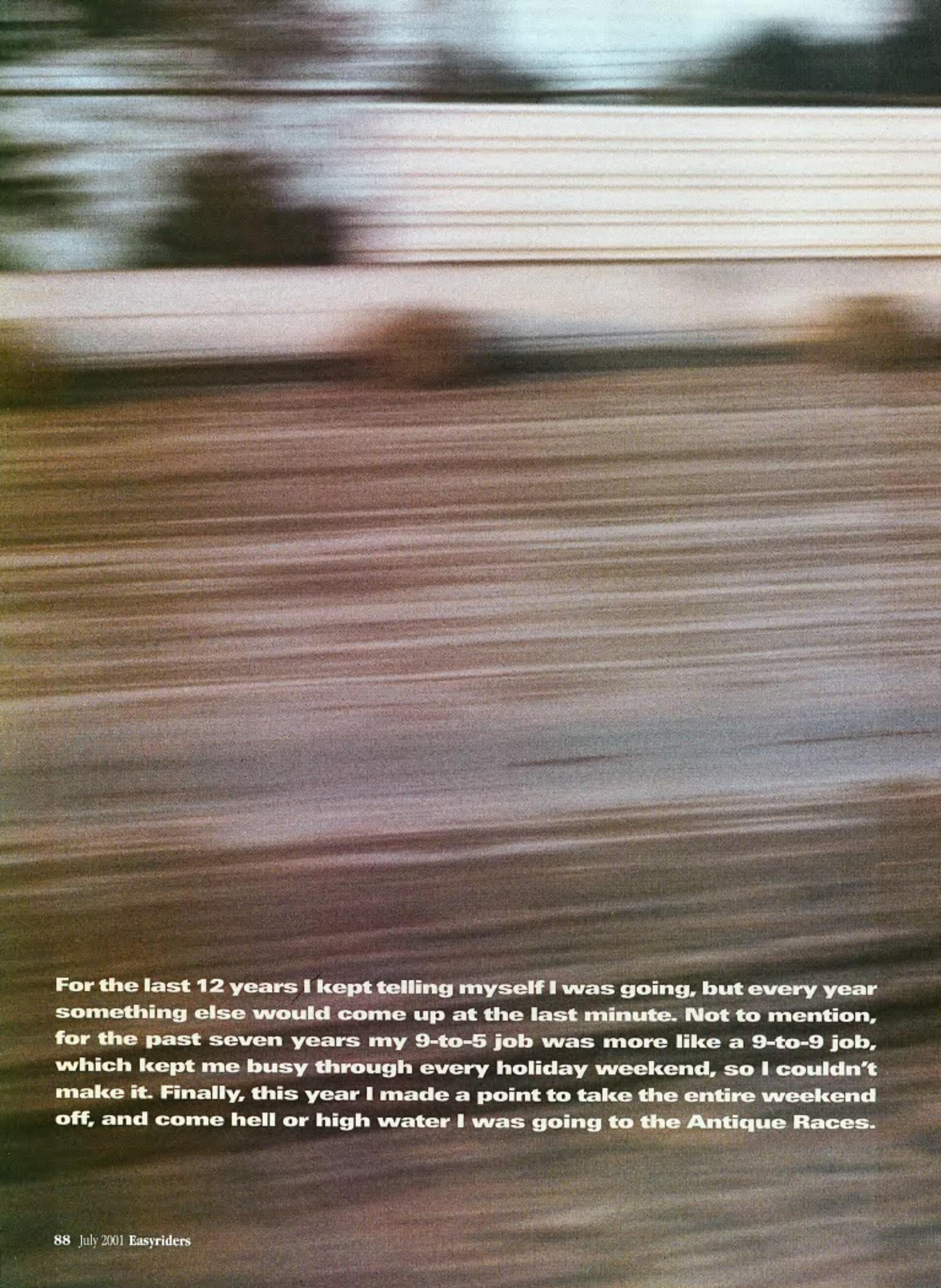
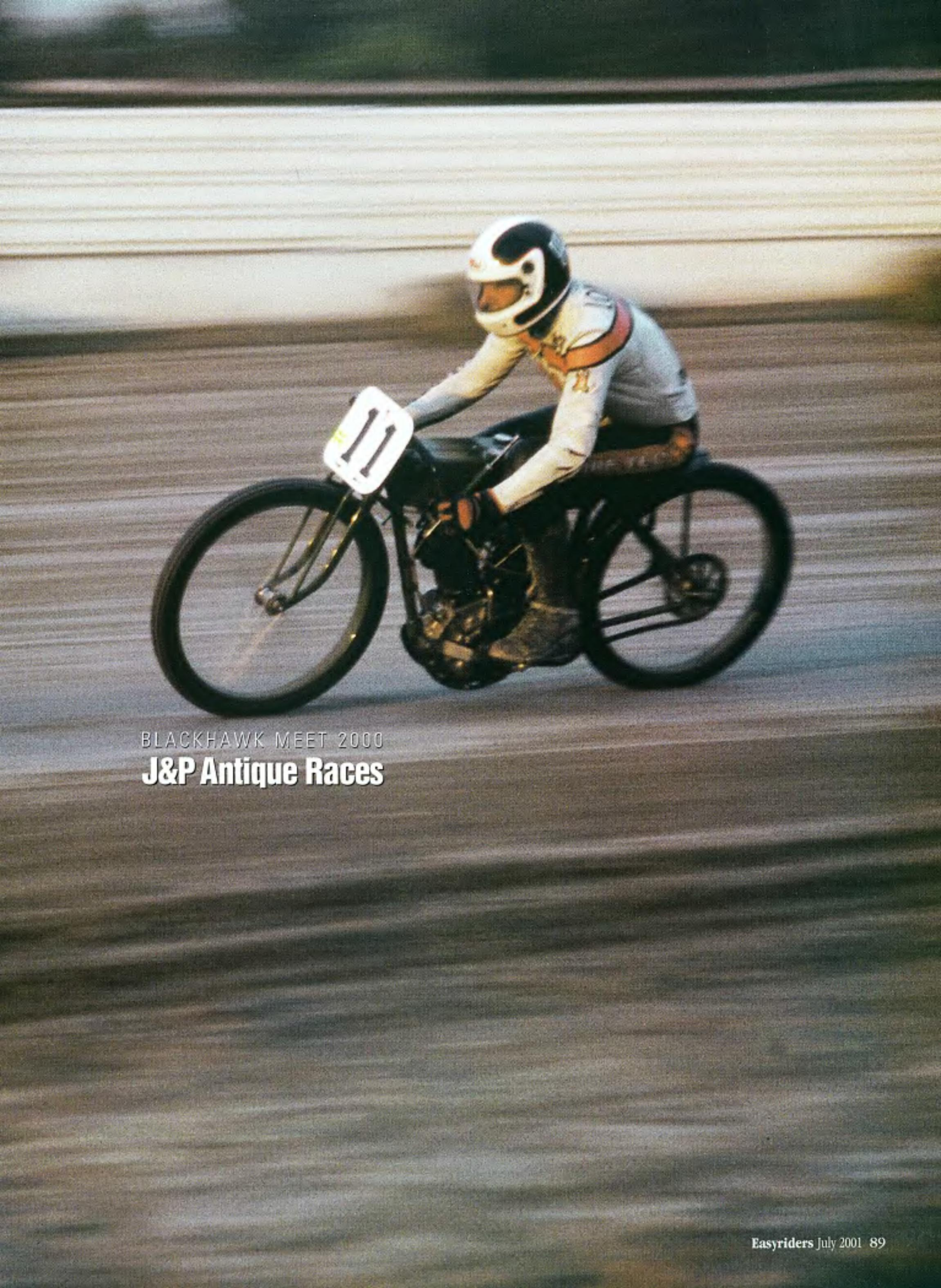
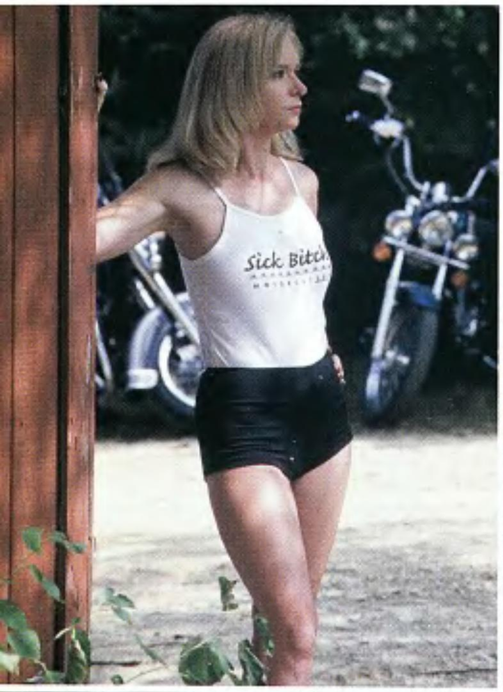


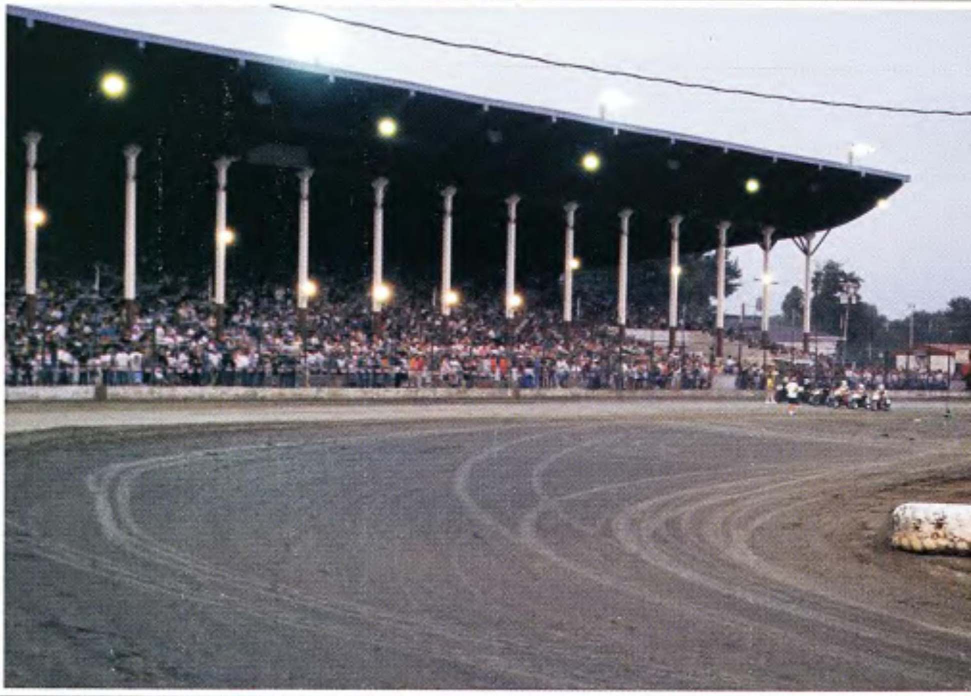
**For the last 12 years I kept telling myself I was going, but every year something else would come up at the last minute. Not to mention, for the past seven years my 9-to-5 job was more like a 9-to-9 job, which kept me busy through every holiday weekend, so I couldn't make it. Finally, this year I made a point to take the entire weekend off, and come hell or high water I was going to the Antique Races.**



BLACKHAWK MEET 2000

# J&P Antique Races





Like many other people that ride, I have this weird fascination with antique motorcycles. You get me around these old machines and I'm like a kid in a candy store or an old pervert in his favorite titty bar, however ya wanna look at it. When we rode through the gates at the Mississippi Valley Fairgrounds, I felt like that little kid who just couldn't quite reach that big lollipop, and that dirty old man with the wad of dollar bills in his hand. With all those old Indians lined up the roadway, I couldn't wait to set my bike on the kickstand and head into the races.

For years my friends have been telling me, "Man, you've got to check out the antique races. It's unbelievable! Along with the races, they've got a huge swap meet that you can literally get lost in."

The whole time I kept thinking, "yeah right. It can't be all that great." I mean how could something so close to home be so great? Every year I make a one-day trip, over 800 miles in the scorching heat, to catch all the excitement in Sturgis. Not to mention, I've ridden over 1,300 miles dodging freezing rain and snowstorms to enjoy the warm ocean air for Daytona Bike Week. Yet these bozos, that I call friends, try telling me I've only gotta ride 35 miles from my house to see something just as exciting, if not better? For some reason their words never seemed to sink in, at least not until I finally went to see for myself.

It was Friday night, September 1, and J&P Promotions were hosting their 12th Annual Half-Mile Antique Flat Track Races. The grandstands were packed full and everybody was fired up to see the races. Right before the races started, I took a walk through the pits, and that's when everything those bozos said finally started to sink into my thickheaded melon. The racers were lined up and ready to go on everything from early-teens Harley and Indian board track racers, to mid-'70s Triumph and Yamaha TT bikes.

A total of 10 different pro, and amateur classes were racing, including 250cc Classic, Vintage 600cc, Foot Shift Rigid Frame, Vintage Open, Twins AM, Board Track novice and experienced, Hand-shift/Foot-clutch, and 165cc Harley lightweights.

It was one helluva rush to see riders like Ken Schneider on his 1916 Indian, or Dave Ohrt and Mike Terry, both on 1914 Harley V-twins. Even racers like Gene Baron who, at age 75, was reliving the good ol' days on his 1921 61-cubic-inch 2-cam Harley. I'm used to seeing these bikes in museums and at bike shows, not out on the dirt track at the Davenport Speedway.

Many other racers were there such as Jim Avery on a rare 1961 Parilla 250cc Sonic, and George Willis riding in two different classes on a 1953 Harley KR, and a 1948 Harley WR. Another featured rider, Pam Waak, was the only female racing in the event. Pam was racing on a 1950 WR750 Harley, which was a prize possession that she bought from her father, Roland Olm Jr., who raced WRs for years.

These old bikes are just amazing! The riders were out on the track beating the hell out of these bikes, and the old machines just kept going like the day they rolled off the assembly line in Milwaukee, Springfield, or wherever they might have been assembled. A couple of old board track racers had a few problems with a little smoke, but that's to be expected from a motor that's over 80 years old. Hell, those things have already seen more than enough action in their time and they're still out for more. Besides, the smoke helped to keep them damn bugs away.

As the races started to wind-down, I finally took time to enjoy a cold beer. I was still pretty wired from the excitement during the races, so I slammed down my beer and decided to make a few bar stops on the way home. As I made my way out of the grandstands, I suddenly realized that I had forgot about one thing, the swap meet. There they were, rows and rows of vendor tents. The Antique Motorcycle Club of America has their national meet every year in conjunction with the races, and every year the Chief Blackhawk Chapter, based in the Iowa-Illinois Quad Cities, takes pride in hosting this event. Over 500 vendors were set up for the meet, but everybody closed early to watch the races. This meant I would just have to come back Saturday. Damn! There went my plans to spend my holiday weekend in the air-conditioning, watching the opening weekend of the football season. Oh well, being this close to home, I wasn't about to miss out on anything.

Saturday the heat was damn near unbearable. Any die-hard football fan would've stayed home in the air-conditioning, but I guess my love for the V-twins is stronger than my love for the pigskins, so off I went.

The swap meet was nothing like any other meets that I've been to. It always seems like half the vendors are selling the same aftermarket parts, or leather items, and it gets boring. Fortunately, this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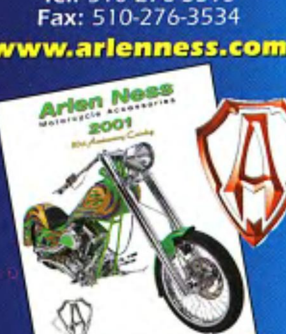

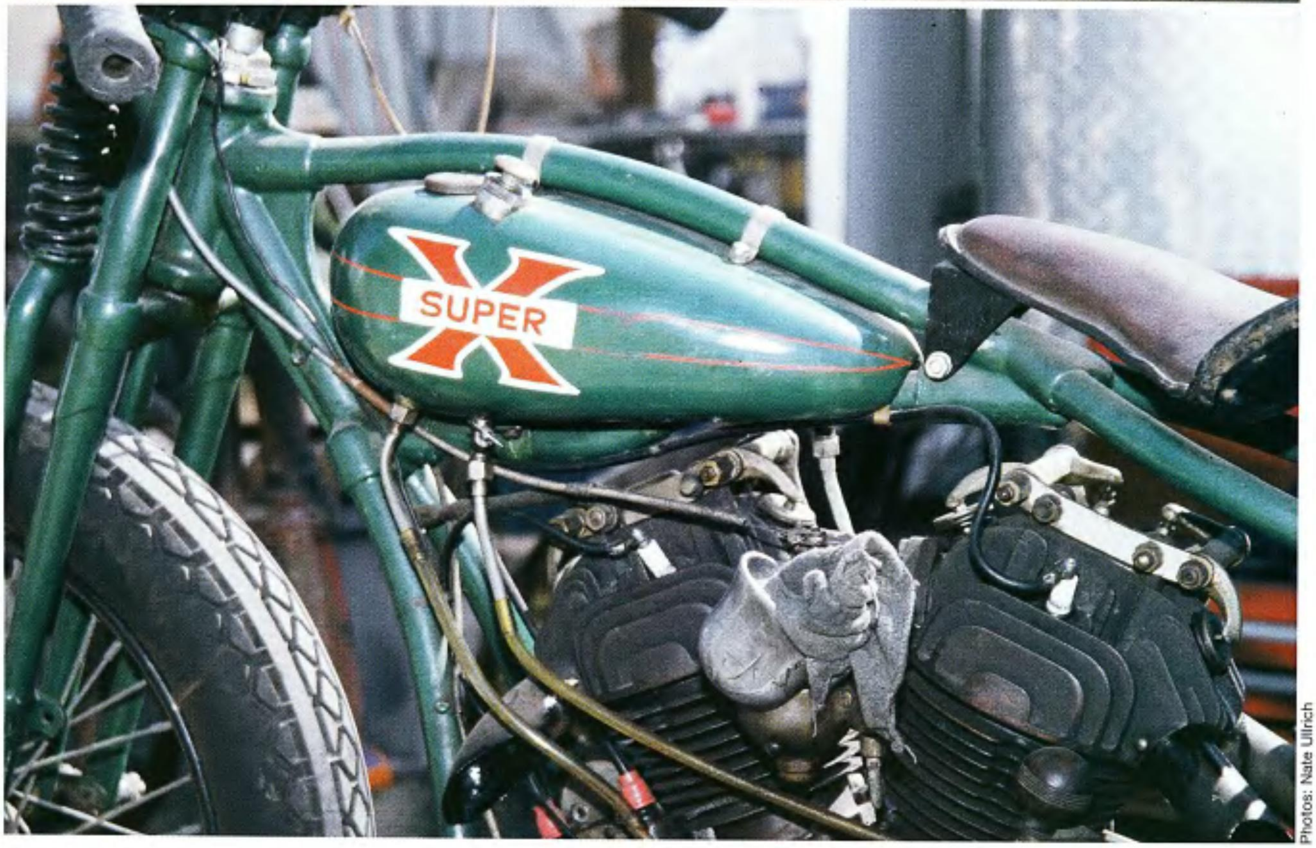


Photos: Nate Ullrich

swap meet was nothing like that. Sure a person could find a few leather jackets and a handful of chrome goodies for an Evo, but most vendors were selling antique parts for antique bikes. Say ya wanted original spark plug wires for your Indian Chief, or an original springer for your '48 panhead, it was here. Or say you finally talked your ol' man into giving up that old Henderson 4-cylinder he had sitting in the barn collecting bird shit for 50 years, and ya needed a few spare parts to get it running again. With over 500 vendors, I'm sure you could find what you needed, less the bird shit.

I spent all day Saturday walking through the vendors, just checking things out. I wasn't looking for anything particular; I was just spending some time trying to imagine the stories some of these old bikes could tell. I didn't grow up in the era when Indians and Harleys were going neck-and-neck at every race in the country, so I just tried to imagine those days and enjoy the beauty that these old machines still endure.

Along with the swap meet, the Chief Blackhawk Chapter hosts field games on Saturday, a banquet Saturday night, a five-mile antique motorcycle road run Sunday morning, and an antique bike show all weekend long, with judging and awards presentation after the road run.

Thousands of people from around the world attend this event every Labor Day weekend in the scenic Mississippi River town of Davenport, Iowa. Jon, Jill, and the gang from J&P Promotions do a great job organizing the races, and the Chief Blackhawk Chapter does an exceptional job organizing a very unique swap meet and weekend of events.

I told my "bozo" friends that I'd meet up with them at a little wall in Wisconsin on Sunday afternoon. When I arrived, they asked me what I thought about the races and swap meet. I told them, "Well, that first time I rode down Main St., Sturgis was pretty awesome. And, that first time I soaked both my wheels in the Atlantic Ocean during Daytona Bike Week was pretty awesome too. However, nothing compares to the road trip back in time I took this weekend." —*Natanic*

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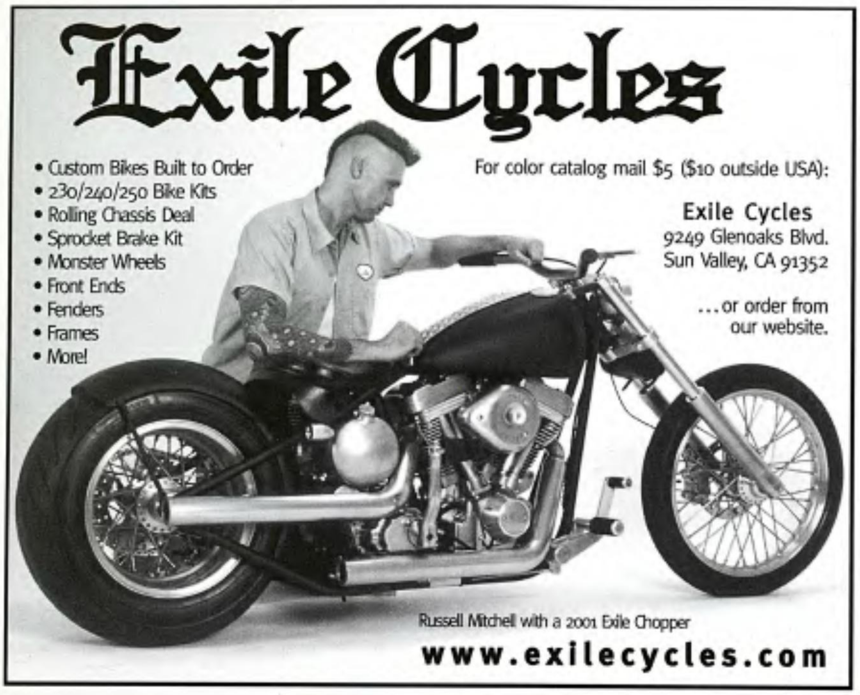
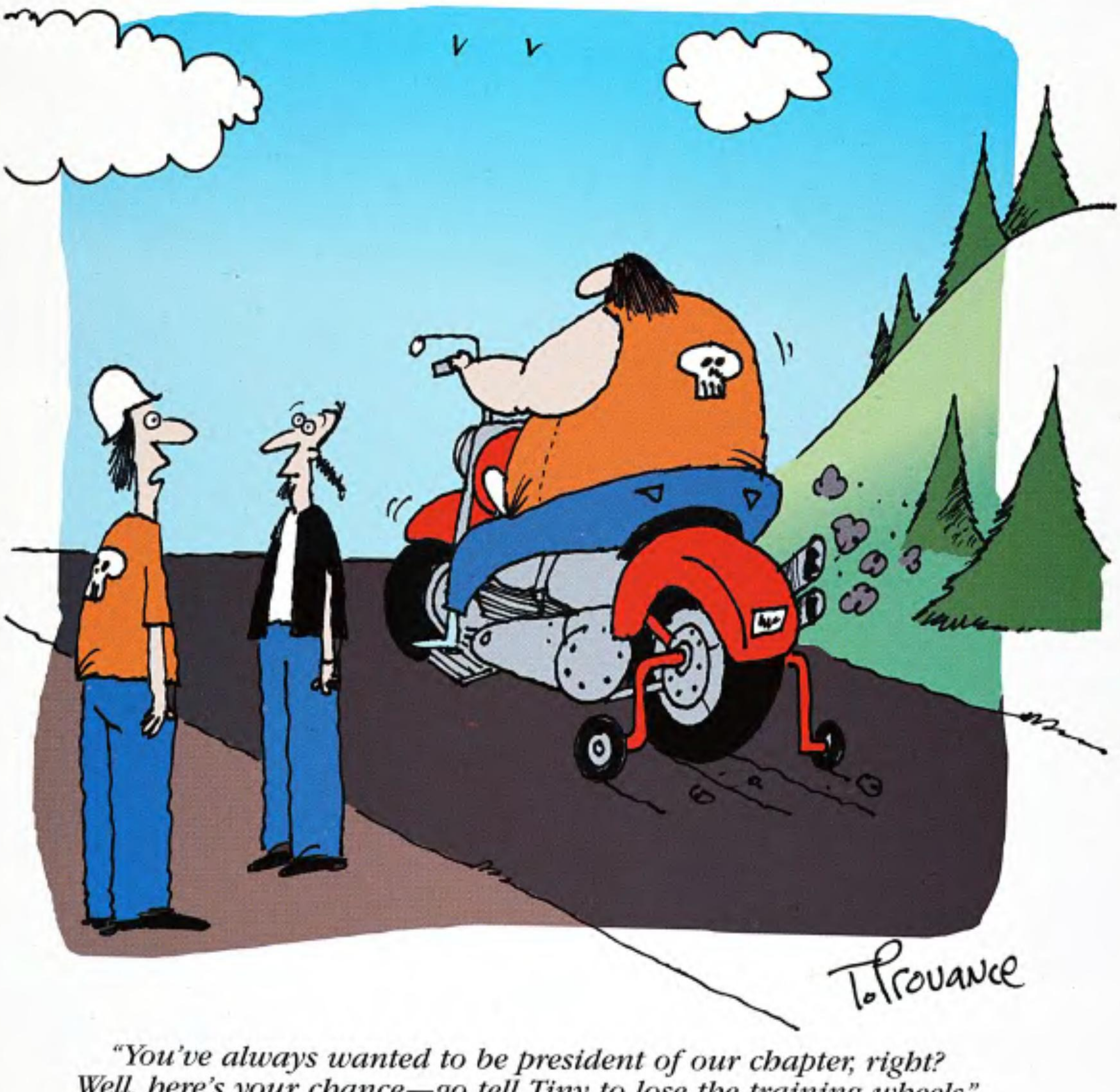



# You Gotta Tell Us This Stuff!

I was feeling a bit brave and cocky the other day, not to mention suffering from a brief mental impairment of some kind, when I said the following to my better half: "Why don't you get up off yer ass and go fetch me a beer. Come on, git goin' now." As soon as I'd said it, I knew I'd made a terrible mistake. I tried to suck the words back into my mouth but it was too late. Fortunately, I was able to duck for cover before the ashtray broke against the wall where my head had been.

Since she wouldn't talk to me for a long,




*"You've always wanted to be president of our chapter, right? Well, here's your chance—go tell Tiny to lose the training wheels."*

long time and I didn't have to worry about getting lucky, I had a bunch of free time on my hands. I was able to do some serious thinking, just as long as I kept my back to the wall and didn't make eye contact. What I mostly thought about was women and how hard they can be to deal with. We men never know what to say, what to do, nor what will set them off.

Despite what you may have heard, I'm no fool. Sometimes I act like a fool. Sometimes I do foolish things for reasons I can't explain, but I'm really not stupid. The problems I encounter in dealing with fems are entirely their fault. They never explain their expectations in a way that I can understand. Come on ladies, you gotta tell us this stuff.

Women always wonder why their men cheat and run around with sleazy bar trash. But let me ask you this ladies, have you ever specifically told your man that he's not allowed to have sex with anyone other than you? Have you ever sat him down and said, "Under no circumstances are you allowed to knock boots with strangers, my friends, co-workers, or any other female that's not me." No you haven't. You just assumed he'd know. What do you think your man is, psychic? Next thing you'll want him to do is pick the winning horse or the lucky lottery numbers.

Women always want men to help out around the house but do they ever tell us? Okay, maybe they do, but it sounds like such a crazy idea we just assume that they're kidding. If we have to clean our own houses, what do we need a live-in woman for? I know, there's always the sex, but you don't really need to share a house for sex. You can do that anywhere. Sex is more a matter of attitude than location.

Women also expect men to bring them flowers and gifts and shit. Yet they refuse to remind us when they've got a birthday coming, or when it's their anniversary. Wouldn't it just be easier to drop us a note? After all, can you remember all the days that are important in his life? Like the day he got his first motorcycle, or the day he got your sister to slip him the tongue. Have you ever reminded him that Sturgis is coming up or that he better get his bags packed for this year's Daytona festivities? I doubt it. Yet he's supposed to remember the freakin' day you were born? Jeez, he wasn't even there.

And even if you are able to remember those oh-so-special-days, women will never tell us what type of gift they would like to receive. We're supposed to know. How we're supposed to know I haven't a clue, so men end up using their own desires as a guide. This is why so many women are surprised on their birthday when they open up their gift and discover that they are now the proud owner of a chain saw or a hunting rifle. All this trouble could be avoided if they would just tell us what they want. Maybe write it down. Even better yet, go buy it yourself and give us the bill; just make sure you keep it under twenty bucks.

What most women like to do when it comes to gift buying is drop hints. Your wife tells you that she wants something warm, cuddly, and very expensive. She's thinking fur coat. You go out and buy her a wood stove. Or she says she wants something dazzling that she can wear with any outfit, and will make all her girlfriends green with envy. She's thinking diamond ring, you're thinking giant, silver belt buckle. Man, that's one long stretch of celibacy you got coming.

But the mother of all things that we men are supposed to know without being told has to do with a woman's emotions and all the trouble they can get you into. If a woman is angry, I don't understand why she can't just come out and tell us how she's feeling. I think it would be great if they would wear some kind of a mood ring that identified the particular emotion they were feeling at that moment. You know, like red for bitchy, pink for horny, and maybe green when they're in the mood to cook. Instead they always wait for us to do something stupid before they disclose their mood. If they'd just let us know that they're cranky before you spill the motor oil on the rug or go out drinkin' with your buddies, we could avoid so much pain and so many broken dishes. When you find out after the event, it's too late. All that's left is damage control.

Damage control, however, is no easy task. Tradition dictates that if you do something to your significant other which causes them to shriek, cry, or pull a weapon, it's up to you to restore peace. You can grovel, pretend you're sorry, and apologize until turkeys grow tits, but they still won't let you off the hook. In order to be forgiven, not to mention shut them up, you're going to have to drop some serious coin on a gift. But this starts a viscous circle. What do you give them that will demonstrate how sorry you are? What kind of gift, you ask, best says, "Hey, let me back in the house, or at least toss me out some pants." How the hell am I supposed to know? They just won't tell us this stuff.

*—Greg White*

---

*Greg was carted off in a blathering, foamy-mouthed fit, by the authorities shortly after writing this piece. We have no idea how he's going to finish next month's assignment while wearing a straight jacket.*

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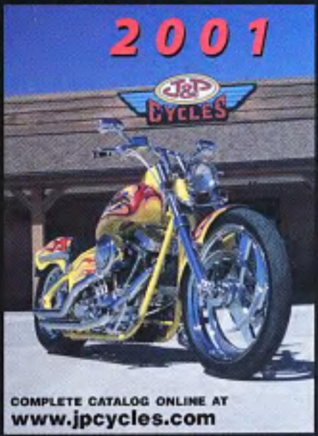


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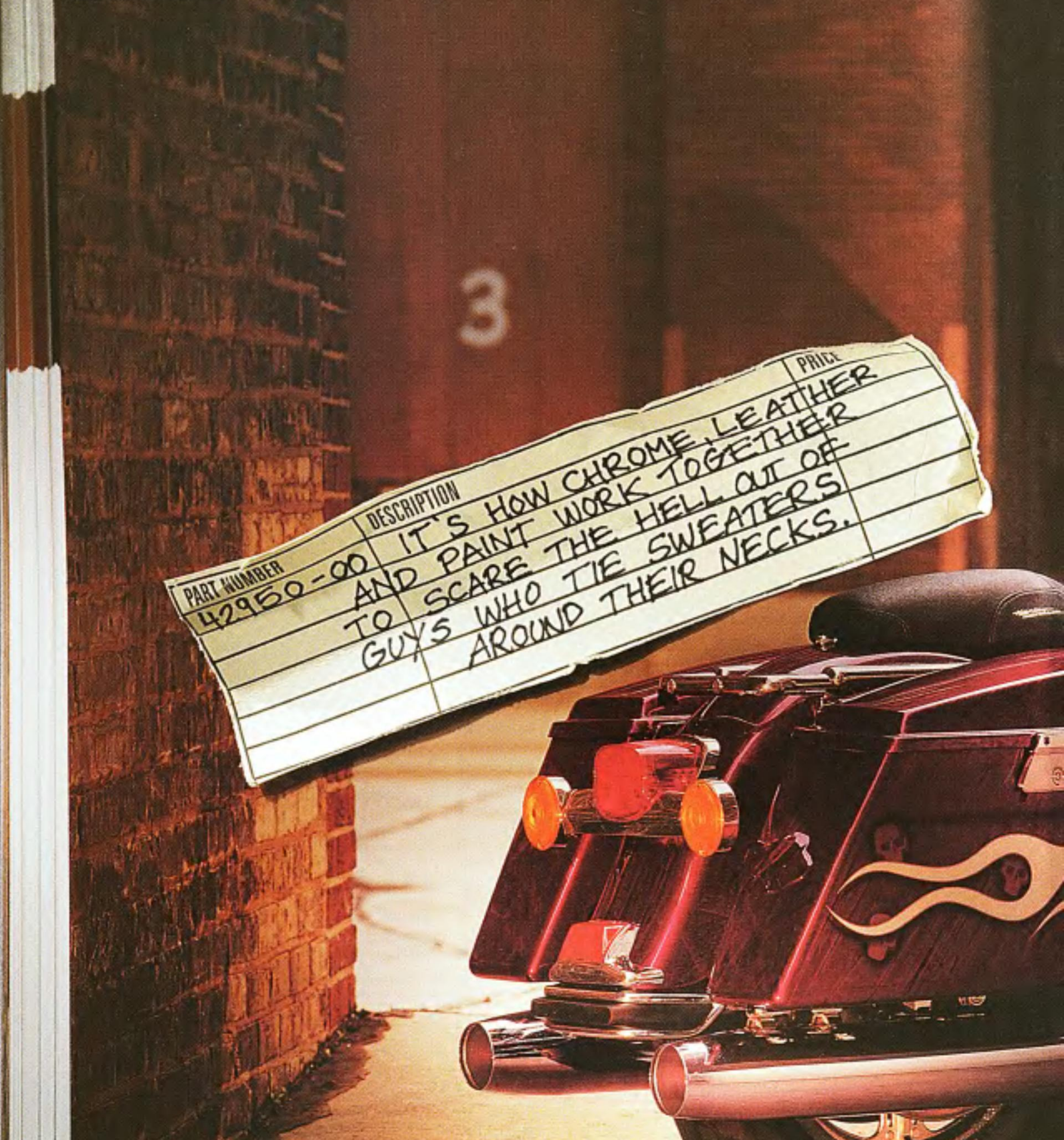


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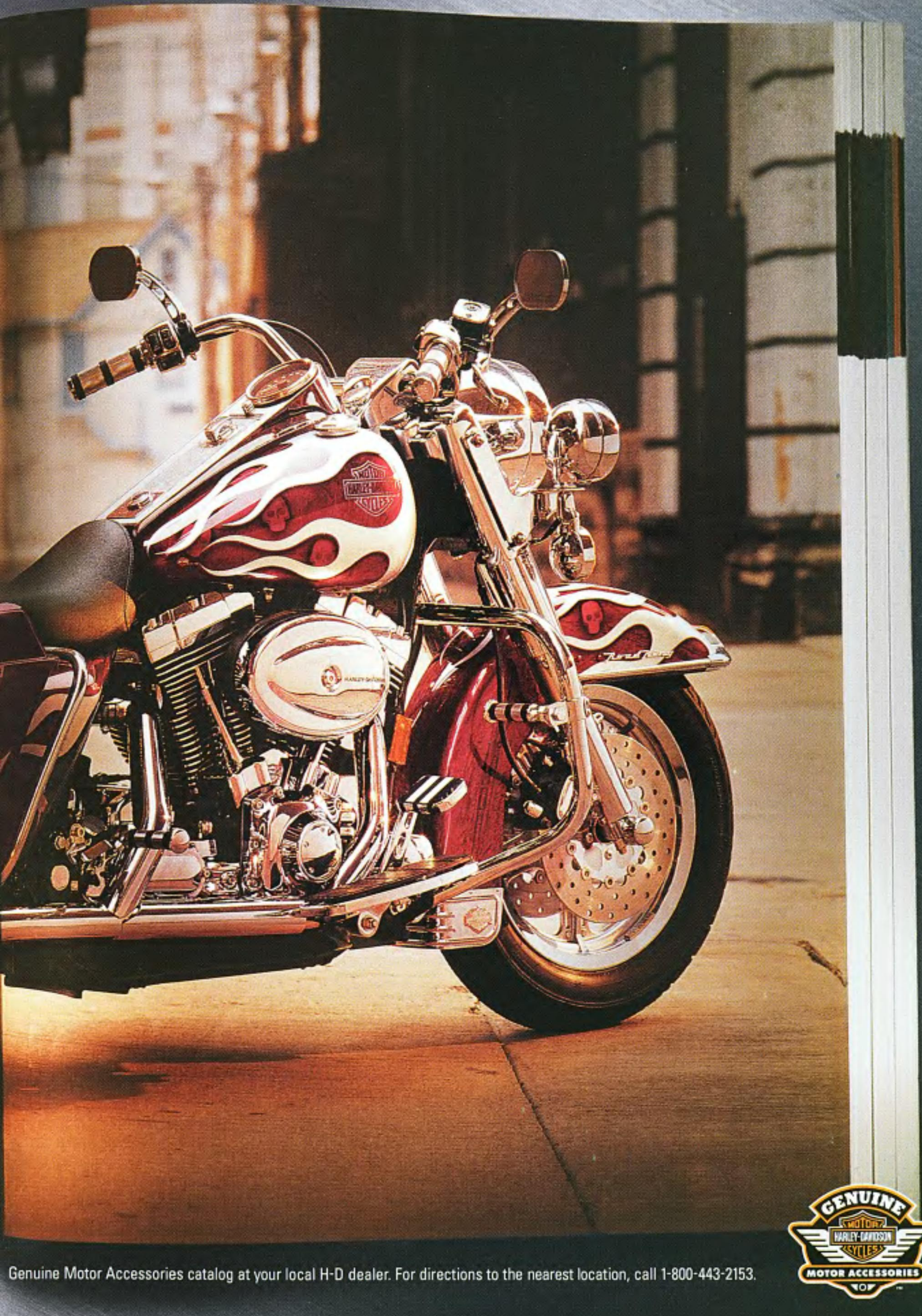

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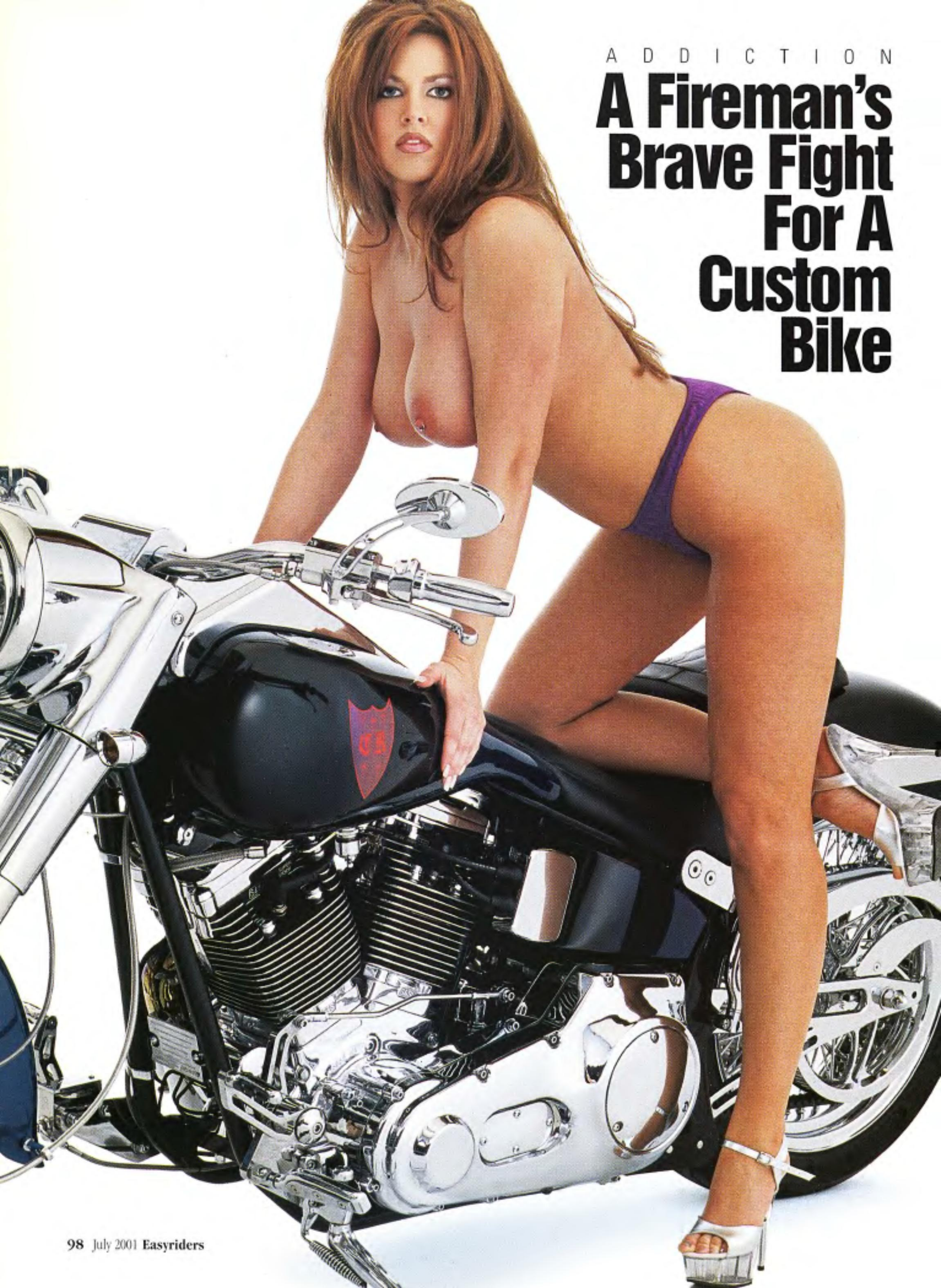
# A Fireman's Brave Fight For A Custom Bike



If you were thinking of building your own motorcycle, how would you do it? Would you just order various parts and start slapping stuff together? Some would, but not Jeff Davis, the owner of this 1998 Special Construction seen here. Jeff was an addict. No, not the type you are thinking of. Jeff was addicted to something much stronger than most drugs... Jeff was a customizing addict.

"I've been riding since I was in high school," Jeff began. "I took a little detour, as most guys do during that time, and started getting into cars. Although I've always been really passionate about bikes, I wasn't into any serious riding until five or six years ago." According to Jeff, that's when he really started getting the bug.

You know, and felt it's sting... the customizing bug. Innocent in appearance, pleasing to look at, the bug (as it is more commonly referred to) has a bite and sting combination that has the power to crumble financial strongholds, break up marriages (not always a bad thing), and make the victim completely addicted to it's venom. The anecdote? Realizing you've done all you can do and it's time to move on. Many are never cured.

For Jeff the addiction started simple enough. "How do I get that 'California Fat' look like that guy Ron Simms?" Jeff wondered as the fangs sank deep into his flesh. Not that Ron's fat, mind you, he was talking about the bike. He called Ron and started bouncing ideas off him. [*By the way, bouncing any item off Ron Simms isn't always a good idea.*] "I told Ron that I'm a real nuts and bolts type guy and I wanted to really be involved in the bike's construction. Seeing as how I live about eight hours south of Ron, he told me to talk to the guys at County Line Cycles in Simi Valley, California, about 20 minutes from home."

Not satisfied with one endorsement, Jeff set out talking to people and doing more research. "Eventually I went

through some issues of *Easyriders* and saw that you guys had used County Line as well in some articles. I went out there, talked to Len and Scully, and set the plan into motion." Scully stayed with Jeff's design and offered his opinions only when necessary. "I wanted the parts in a polished finish," says Jeff, "but they convinced me that chrome would not only look better, but would be easier to maintain since I was going to ride this bike all the time."

When it came to the paint, Jeff turned to an idea he got while listening to the .38 Special song, "Fade to Blue." "I heard the song and started thinking that everyone has a black bike. I thought it was cool that the lyric wasn't fade to black, but to blue, so I decided to have the paint do exactly that. As far as the rabbit goes—that was for me, just because I'm a cartoon nut and not too many people know who Crusader Rabbit was." Believe it or not, there are probably more of us than you think Jeff.

Jeff has been a fireman for 20 years and knows a little about difficult situations. When we called him about shooting this bike, all hell broke loose. Not a three-alarm fire, not a wife bugging him about

the shoot, something bigger. The entire fire station wanted to come out for it. Man, I would've hated to be Jeff coming back to the station alone after that one! Especially after they all got a look at this month's Fox, the captivating Carie from Lincoln, Nebraska. This little hottie had our fireman's hose in a knot. Not to mention the rest of our crew.

For those of you who find yourself under the influence of this powerful drug, Bike Builders Anonymous is here to help. BBA is a 12-step program and you may be able to get Jeff as your sponsor. Just remember, don't be afraid to say, "Hello, my name is_____, and I'm a Bike Builder." There's nothing to be ashamed about.

*—Oil Can*

**Owner:** ..........................Jeff Davis
**City:** ................Ventura, California

**General**

Designer:........................Jeff Davis/ County Line Cycles
Fabrication: ............"Scully" Brown
Year and make: ..1998 Spc. Const.
Model: ......softail-style Twin-Shock
Assembly: ......"Scully" Brown/CLC
Time: ....................................1 year
Chroming:....................Meclec, Inc.

**Engine**

Year:..........................................1998
Model:..............Super Stack V-twin
Rebuilder: ..............."Scully" Brown
Ignition: ................................Spyke
Displacement:......100 cubic inches
Lower end: ..............................S&S
Balancing:......Suntech Innovations
Pistons:....................................S&S
Heads: ...................................S&S/ West Coast Cylinder Heads
Cam: ........................................S&S
Lifters: ....................................JIMS
Carb(s): ...................................S&S
Air cleaner: ..............................K&N
Pipes:......................Thunderheader
Mufflers: ..................................huh?

**Transmission**

Year: .............................1998 JIMS
Modifications: .......................none
Shifting: ...................................foot
Engine sprocket: ..............24-tooth
Trans sprocket: ................32-tooth
Wheel sprocket: ................70-tooth

**Painting**

Painter: ....................Gerard Design
Color/Type: ..........Magic Blue Pearl
Type: ......................House of Kolor
Special paint:....................Venditto/ Gerard Design

**Frame**

Year:..........................................1998
Builder: ................Paughco/Simms
Type: ...........................softail-style
Rake: ...........................38 degrees
Stretch:..............................2 inches
Shocks: ......Progressive 413 Series
Modifications: ........Dr. John's MFS

**Accessories**

Bars: .............Wild 1, knuckle style
Risers: ............................Rick Doss
Handlebar controls:....Performance Machine
Headlight: ............................Tri-bar
Taillight:................Hitech Products' Tombstone LED
Speedo: ......................VDO in dash
Dash: ....Owner/Scott Morton/CNC Prototypes
Grips: ...............................Pro-One
Mirrors: ............................Pro-One
Front pegs: ......................Küryakyn
Rear pegs: ......................Küryakyn
Electrics: ..............."Scully" Brown
Gas tank: ..........5-gallon stretched
Oil tank: ..Simms/reversed oil lines
Oil system: ..............................S&S
Primary cover:......Harley-Davidson
Seat: ....................................Corbin

**Forks**

Type: ....................................41 mm
Extension: ...............................stock
Builder: ................................Showa
Special Features: ..............lowered 2 inches

**Wheels**

**Front**

Size: 18-inch American Wire Wheel
Tire: .......................................Avon
Brake:..........................PM 6-piston w/13-inch rotors

**Rear**

Size: 18-inch American Wire Wheel
Tire: .......................................Avon
Brake: PM 6-piston w/13-inch rotor

**Photographer:** ........Jan Hagglund

# Strange But Sort-of-True Animal Facts That Every Man Should Know... Or Not.

Pigs can't fly. If you have access to a tall building, don't go tossing a pig off it. You'll be disappointed with the results.

Chickens, despite their tasty wings, can't fly either, but they try a lot harder than pigs.

Hamsters and rollerskates make a lousy gift combination for the kiddies.

You can't flush a hamster down a low flow toilet.

Turtles are really boring pets.

Putting a turtle in your wife's cereal bowl is a great way to liven up your morning.

Female giraffes always look happy.

Male giraffes have huge tongues.

Shaving a cat isn't as much fun as it sounds.

Running away from a bear just helps it work up an appetite.

Just because your dog is big enough to ride doesn't make it right.

Bullfights are more satisfying when the bull wins.

Even if you could get a goldfish to bite a hook it's still not much of a sport.

It's easier to saddle a horse than it is to find good recipes for them.

A smart man wears leather gloves when he vacuums a cat.

You can't house train a chicken, but then why would you want to anyway?

You can bring a fish home from the store in a plastic bag, but not a budgie.

Dogs like to hump your leg but they freak right out if you try to return the favor.

There are few things in life as disturbing as the sound of two cats gettin' romantic.

Hair of a dog doesn't cure hangovers, it just makes your throat scratchy.

Biting a dog back isn't considered appropriate animal discipline.

You can train a bear to ride a motorcycle, but you can't get the cheap bastards to chip in for gas.

Intelligence wise, elephants are the smartest animal; with their attention to the family unit, incredible memory and ability to express emotion. Humans rank about 43rd. —*Greg White*

# FREE VIDEO

This is the best damned video on Sturgis that has ever come down the pike - a full 60 minutes of motorcycle lifestyle action from main Street to Wyoming Wednesday to the Badlands and all points between - it captures the real feel of the Rally!

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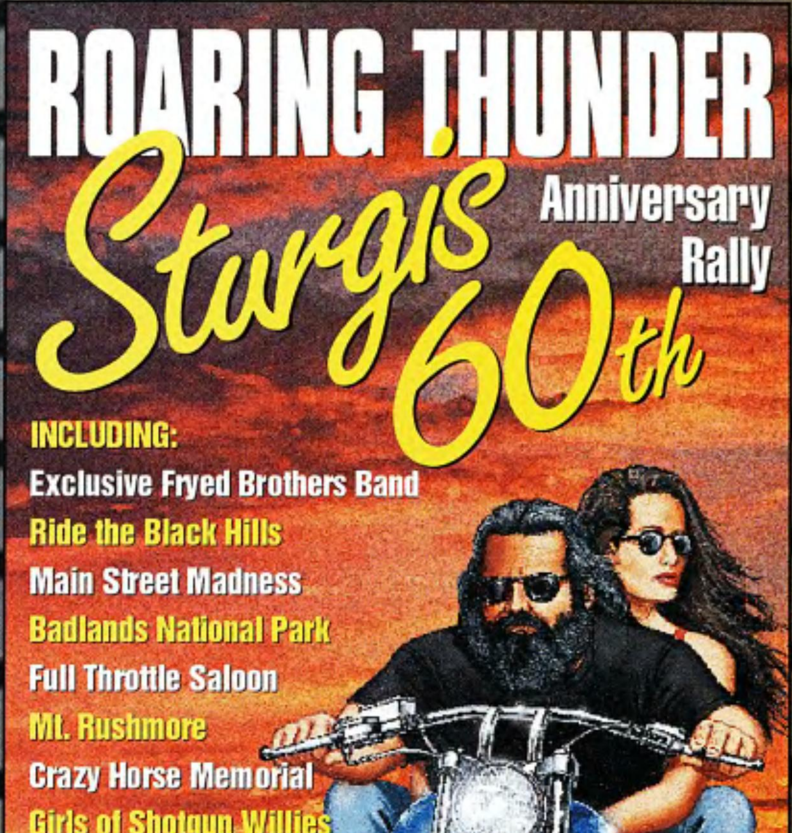
You can' buy this Sturgis 60th Anniversary video, but you can get it FREE with your subscription to Easyriders. Not Rated - Nudity



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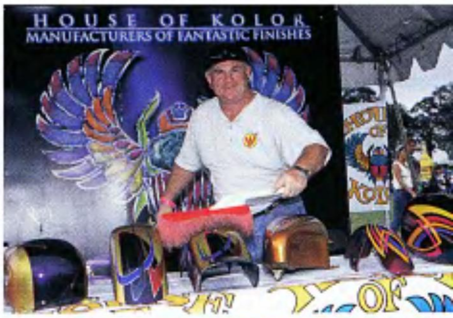
5VE74

# Steel Pony Express III

*Easyriders* got wind of a new party brewin' in The Big Easy and decided to go see if it was up to snuff. Steel Pony Express III was promoted as an annual three-day motorcycle festival for Southwest Louisiana and Mississippi Gulf Coast regions, November 3 through 5. The party was centered in New Orleans, but also had events going on in nearby Gulfport, Mississippi, and Gonzales, Louisiana, among other interesting spots.

# New Orleans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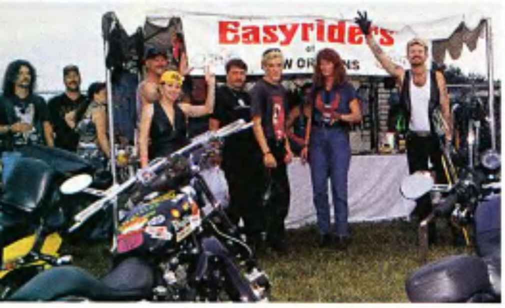
MANUFACTURERS OF FANTASTIC FINISHES

Hard Rock
CAFE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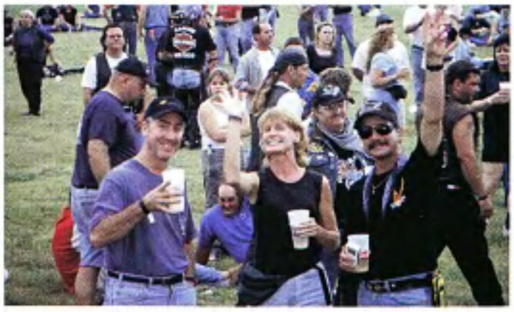


Steel Pony 2000 opened with a kick-off party Friday night at the Hard Rock Cafe in the French Quarter. The party was to register for the event, pick up wristbands and start suckin' down tropical depressions. There was live music, killer Cajun food, cheap drinks and wild Southern women! Branscombe Richmond and Pat Savage showed up to lead the ragin' Cajun party into the night. After midnight lots of us did what New Orleans is famous for: We upgraded our drinks to full-blown hurricane cocktails and strolled out into the streets of the French Quarter to find some late-night, two-legged trouble.

Saturday morning, for those that were able to shake the hurricane fog, there was a poker run to show off some of the great riding and beautiful scenery around historic New Orleans. The run took riders through the bayou to old plantations, bars, shops, Mardi Gras World, Joe's Crab Shack and many other cool spots to eat, drink, and soak up some Southern hospitality.

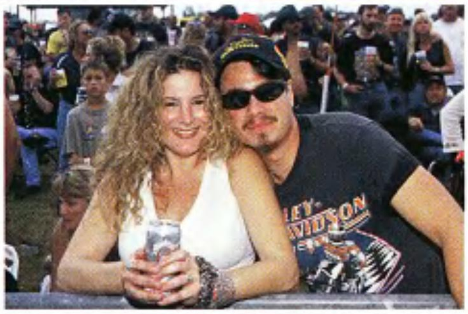
If you couldn't make the poker run there were vendors, food, fun and entertainment all day at Zephyr Stadium. The poker run eventually ended up at the stadium around 2 p.m. The Cajun Wings Motorcycle Drill Team put on a precision stunt show between some unexpected rain showers. Branscombe Richmond & The Renegade Posse commandeered the main stage, followed by Rockin' Dopsie Jr. & the Zydeco Twisters. By late afternoon smokin' music and steamin' gumbo had cleared the skies for a ride.

Saturday night there was partying to be had in New Orleans again, but the crew decided on a rockin' little party at Bounty Hunters on the beach in Gulfport. After securing a room at the fabulous Grand Casino, we saddled up for a sunset ride across the 26-mile-long causeway bridge that stretches across Lake Pontchartrain and enjoyed a surreal putt across the lake. This bridge is so long and the lake is so wide, that when you're on the middle stretch you can't see land in any direction. There's nothing but water all around with bridge stretching out in front of and behind you as far as the eye can see. Trust us, this is one of those rides for the memory book that is worth timing right with a sunrise or sunset.

The party at Bounty Hunters was all that and red beans too, but the Grand Casino with it's floating bars, tubing rivers, hot tubs and waterfalls was the place to be when it got late.

Sunday morning was the 78-mile grand parade. This is a very unique televised, police-and-helicopter escorted ride. Thousands left from both Gulfport, Mississippi, to the east and Gonzales, Louisiana, to the west. Both groups bound for the finale party at Zephyr Stadium in New Orleans. In an amazing feat of synchronization through air surveillance and radio with motorcycle police escort, both groups were timed to arrive at the stadium at the same time.

Sunday's party started long before the two groups of motorcyclists from Gonzales and Gulfport arrived at 1 p.m. The stadium gates, vendors and food court opened at 10 a.m. The Jay B Elston band took to the stage and rocked the crowd, followed by the Pat Savage band. The two long, roaring chrome snakes met, merged together and thundered into the stadium like an invading army while the Pat Savage band was playing. That army devoured everything in its path: gumbo, jambalaya, crawfish, Budweiser...nothing was safe.



After the entire crowd was inside and fed, the Marshall Tucker band hit the stage and showed why they are truly one of America's favorite bands. If you're over 25, you probably know the words to most of their songs. The last band of the day was the Mark Farner band (formerly of Grand Funk Railroad). Mark and his band brought down the house and came back for two encores. The bike raffle was the last event of the day and was won by Marion Cuevas of Saucier, Mississippi.

The *Easyriders* crew would like to thank Karol Brandt and Gary Sullivan of Scooter Promotions for inviting us out to a monster of a party. We would also like to thank the Grand Casino & Oasis Hotel, the Pontchartrain Hotel and the Downtown Sheraton for putting us up; Gene and Donna Flores of Street Eagle Harley Rentals in Shreveport for putting a stylish ride under us, thanks guys. On behalf of everyone involved in the bike parade, we would like to thank the Louisiana and Mississippi law enforcement agencies (they like it when you refer to them in that manner.)without whose help it would not have been possible. For more info on Steel Pony check out www.steelponyexpress.com. This is one of the best new bike festivals on the scene and you can bet we will be back next year, so as the locals say, "come on down and party." The dates for Steel Pony Express IV are November 2 through 4, 2001. *—Stan and Natalie Miles*

Photos: Stan and Natalie Miles

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D-H Hughes

# Two-Wheeled Vision Quest

## PIT STOPS ON THE ROAD TO ENLIGHTENMENT

As bikers, there are certain things we all have in common. As I discovered during a recent trip from Los Angeles to Ashland, Oregon, we actually have a great deal more in common than meets the eye. Everyone who has ever ridden a motorcycle, or been the passenger on one has experienced the feeling of freedom one finds on the open road. With the wind in your hair and the steady rumble of the bike beneath you, everything in life becomes more vibrant. All your senses are working overtime to process the wonderful smells, sights, sounds... the warmth of the sun on your leathers; the smell of the ocean; the grandeur of the mountains stretching towards a fathomless sky. Our life is grander and we enter the kind of mythic life Joseph Campbell wrote about.

When we are at one with our bike and the road, an amazing thing happens: we aren't thinking about the same things we usually think about 90% of the time. After an hour or so of riding you sink into the experience; the road is an endless ribbon beneath you, the road ahead leading to new adventure; the road behind is unimportant. You stop thinking about your own past and stop speculating about your future. Tomorrow is not important. All that is important is now—the now that you are sweeping through, where every curve is a sensory overload of wonder—exhilaration made flesh. You are completely aware of everything, yet in a quiet space of mind, listening to your breath, the mystical rhythm created by your machine and the road. This is what many experience in meditation. It is well known that transcendental meditation can take place anywhere, at any time. You don't have to assume the lotus position to experience the oneness of all creation and feel close to the maker. You can do this while doing the dishes or washing your bike. You fall into the ever present now, into the moment, and all else dissolves away. I've often felt that detailing my bike is a form of therapy. Not only do I get a clean bike out of the deal, but I also reach a level of serenity that few things in life can produce for me. When I'm particularly tense or upset, my wife always tells me to go for a ride. She knows that when I return, I'll be a puddle of serene happiness, a glazed look in my eyes. A ride or just cleaning my bike has a way to soothe the savage heart.

On the first day of my ride to Ashland I was filled with thoughts as I packed my Road Glide. I wondered about the new job that was waiting for me there and how my family would handle the change in lifestyle from hectic Los Angeles; I wondered if I made the right decision in leaving a secure vocation for an uncertain one, and I was already missing close friends in the Southland. Ahh well, if the risk is little, the reward is little, right? It was time to live my life in a bigger-than-life way; to reach out and grasp infinite possibility—take that empty-handed leap into the void.

I felt the usual butterflies in my stomach as I put on my leathers. That's another thing: In all of life, how many things send a childlike thrill of giddiness up and down your spine every time? Even 25 years after my very first motorcycle ride, the thrill of donning leathers and starting the bike makes me feel like a 4-year-old on Christmas morning.

As the bike settled into its loping idle, I sat in the saddle for a moment and looked up at the little house that had been our home for the past three years. It was a good place, filled with the memory of laughter. You can't ask more than that of a house. I smiled at the wide-open handprints of my daughter and son preserved in the concrete that leads to the front porch. Yep, good memories indeed. I twisted the throttle a time or two in tribute and then, pulling in the clutch and shifting into first, turned the page to start a new chapter in my life.

The silver Road Glide made it to the freeway without a conscious rider; I was still caught up in memories until I accelerated onto the 101 heading north. The cool morning air mixed with the smell of wild flowers and I smiled the contented smile that all riders know. I am alive now, blood coursing through my veins, muscles reacting to the bike and the road in an effortless dance of life. The Friday morning traffic thinned out after I passed Thousand Oaks, heading towards Ventura. The blue-green Pacific soon appeared off to my port side and the world of men, of traffic, confusion, and endless busy-ness dissolved away from me. Gazing out at those shimmering waters of life, I felt something shift within me. As the bike and I roared onward I felt closer to God than ever before. Certainly, the ocean's grandeur, the California oaks that dotted the soft hills, and a school of dramatic clouds overhead fed my inner calm, but there was something more.

Now I should let you know that I've always had a problem with organized religions. The idea that any particular group knows God's will and how to enforce the Almighty's wishes on Earth is a problem for me. I suppose that's why I've always shied away from Western religious philosophy. Be that as it may, the day's glorious ride put me in a mode of almost religious esctasy. My thoughts turned to ponderings on the nature of creation, the creator, and this odd thing we all call reality.

As I rode along I began thinking that everything that I was witnessing was part of infinite creation and that I was part of the process as well. The ego part of me that runs everyday life seemed to retreat and the much bigger part of me that seems to be a part of "All That Is" rose up and called out. If the eyes, witnessing all this beauty, are the mirrors to the soul, I thought, then what if my eyes are two-way mirrors? What if God sees all the splendor of creation through my eyes? The thought was a sudden epiphany. What if everyone alive now, all whoever have lived or ever will live, are God's eyes and ears, witnessing all that is so that the almighty can realize every facet of who and what God is. Perhaps we are fractals set adrift on eternity's wings to return the gift of life to our own creator. Whoa, that's a big thought!

The ocean seemed to gleam brighter in response to my ponderings. As I neared Big Sur, the sky seemed more vibrantly blue and the world was a blur of green. What if the reason for our existence is to

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be the endless and varied shards of the same great crystal...ever creating, ever renewing, forever more. I looked far ahead down the highway and thought of the very moment of ultimate creation when the universe was born. What caused that spark? Imagine that you are God for a moment. No really, just for a moment, imagine that you are the Lord of All, existing as everything. If there were no universe there would be no here or there or anywhere, you would exist in a void so complete that nothing else exists. I remembered hearing about people who spent extended periods in sensory deprivation tanks. After hours of floating weightless in a sightless and soundless womb, they would lose track of time, thinking hours were days or weeks. Soon, without any outside stimulus, humans begin to hallucinate, their minds trying to fill in the vacuum, the blanks, the lack of anything. If you were God existing in an endless void, how would you know who and what you are?

What if God created all that is so that he/she/it would know the greatness and variety of all creation and know that it is good? I looked down the road again and imagined a dot miles ahead. If the dot is there—I must be here, which means there must be a me in the first place. The difference between near and far, up and down, hot and cold, hard and soft, and a million other variations tell me that I am, and so, at some point the Creator must have wished to know who it is. The spark of creation created all that is: every element, star, molecule, planet, ocean, river, tree, bird, microbe, fish and yes, even you and me. Could everything that exists, just be here so God can experience itself from every angle imaginable? This ride was becoming an inner conversation between a higher self and the motorized biped that I am 99.9% of the time.

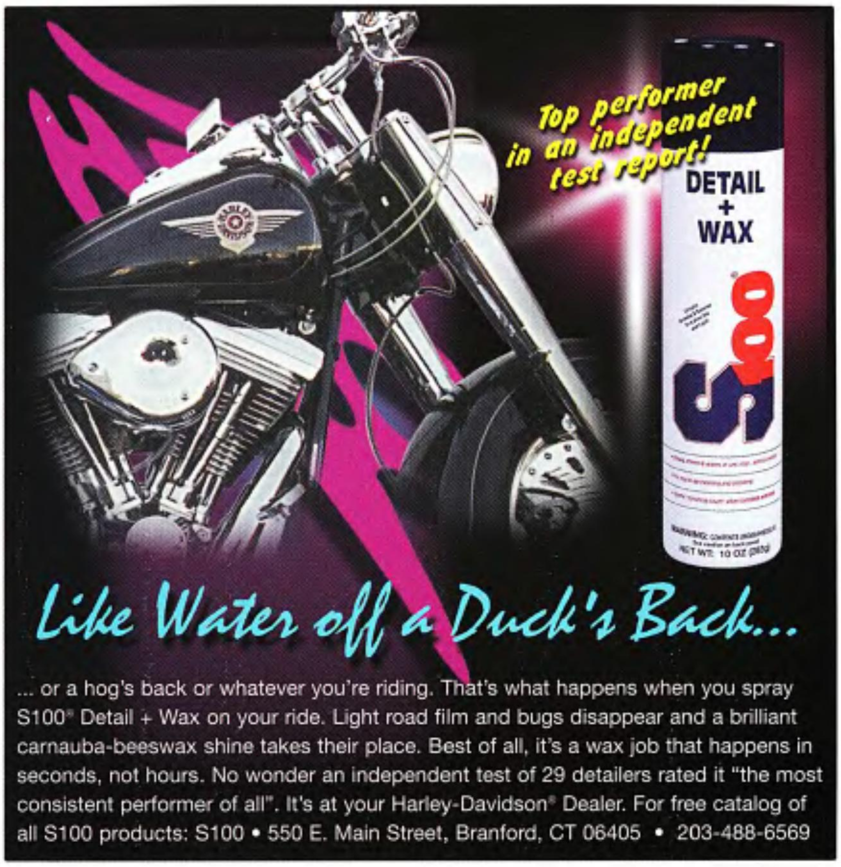
As I stopped in the charming, little green town ofCambria for gas and some lunch, I watched my Road Glide gleam in the sun and listened to the hot motor ticking as it cooled down. Combustion! The Big Bang was the first thought, making all of everything so that God could imagine absolutely everything that exists. And yes, it was good. As I sat in the sunshine on the front porch of the outside cafe eating a tuna sandwich, I thought about another trouble I always had with organized religions. I would always think, "How dare they imagine that they alone know the will of God." Yet, here I was now, imagining a God so big and so omnipresent that all I had been taught in Sunday school as a kid seemed like a naive fairy tale.

If God is everything, I mean absolutely everything—if God is in every rock and tree, every cell in my body, then God is all there is. There really isn't a you and me or anything else that is separate. And if God is everything then God wants and needs nothing. This flies in the face of the convention of religions that teach that the Lord God is a jealous God. Jealous of what? I stopped eating and gazed up at the lush pines that populate Cambria. Perhaps the creator doesn't even judge us, but rather, is a process that is evolving just as we are.

I don't remember finishing my lunch or even paying for it. My next remembrance is of riding through Cambria and returning to the highway headed north. I needed to give my brain a rest. All of these high-minded thoughts were making my head hurt. I rode for a long time in a kind of stupor. Slowly, another thought crept into my mindscape. If we are all aspects of God seeing all that is in infinite variations in order to know all that we are, then we are all truly "ONE". We are all one. I imagined being in a giant auditorium looking at a packed house of hundreds and hundreds of people and realizing that there is really only one of us in the room. One entity split into endless variations.

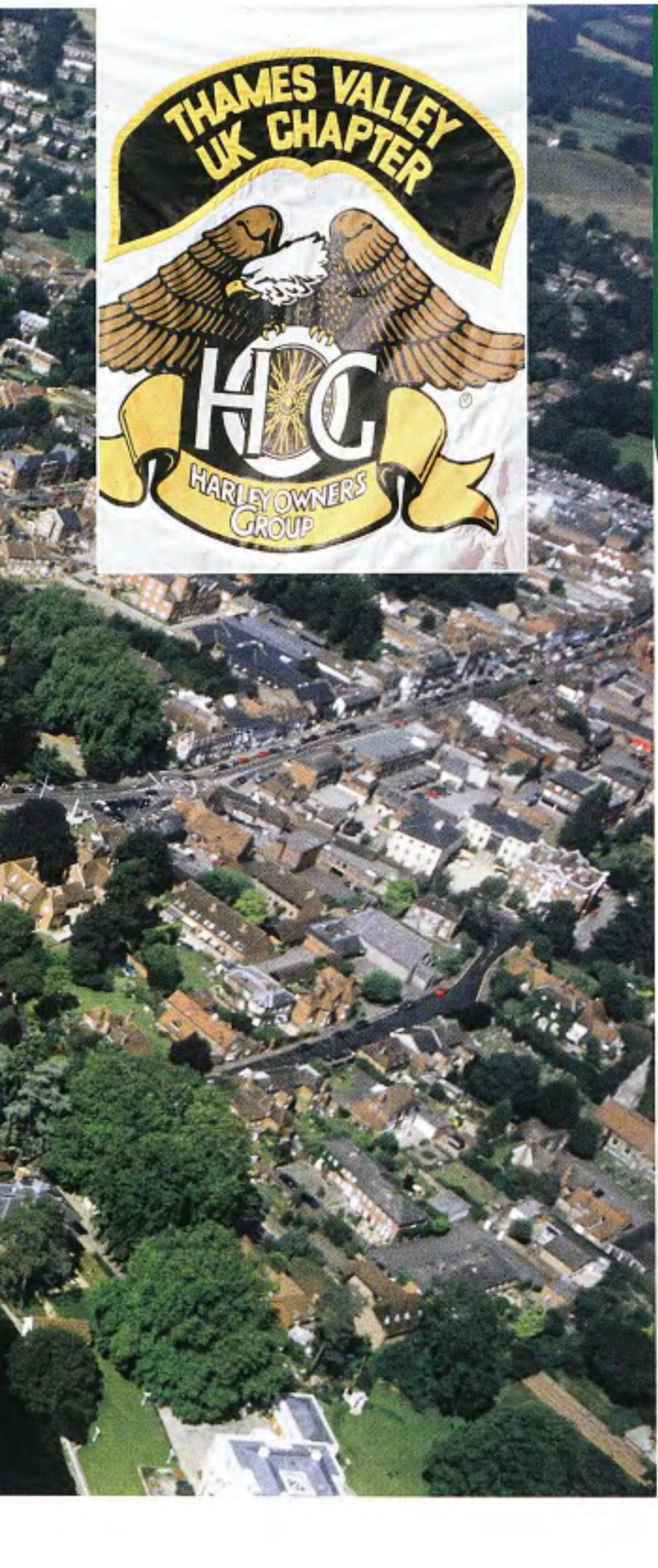
I've heard it said that if we had special glasses that let us see each other's life energy, that we'd see rings of different colored energy around us (auras), and that at the outer edges it would be possible to see that we all actually blend into each other. In fact, some great thinkers have imagined that when we spend a lot of time with someone, the two individuals' energies mix so that we actually become a part of each other. Our separate realities blend together, and together we renew and reinvent our version of reality every nanosecond of every day.

I wasn't even closing in on San Francisco yet and I had already opened a door in my mind that was cobwebbed from neglect. Now I knew more than ever why I ride, and I knew that I was in for more revelations on the road ahead. In a way it was both liberating and frightening. I wondered if I was ready to hear everything that was bombarding my stiff-thinking brain. Was I open enough to receive such thoughts? This ride was becoming a sort of two-wheeled vision quest. There was just me, the bike, the road... and all that is. And the road goes on forever. *—Neal Houston*



One of England's youngest HOG Chapters—and only two years old—the Thames Valley, United Kingdom Chapter, recently held their second annual rally at Marlow on the river Thames in England. Marlow, a commuter town, is 30 miles east of the university city of Oxford and 12 miles from Harley-Davidson HOG Europe Headquarters at Windsor (world famous for Windsor Castle, the second home of the English Royal Family). Many television, film and rock stars have homes in the local area.

## H. O. G. OF THE UK




The Thames Valley Chapter held its rally at the local Marlow Rugby Club—the same venue as last year. It is the ideal location because of its facilities and, it's also within walking distance to the town's many restaurants and pubs. When I called on a news agent, a local newspaper billboard read: "Police warn motorcyclists of nuisance noise." Upon reading the front page, I found it was referring to motorcycle scramblers in local woodlands. The Police did, however, call in at the rally and had a friendly chat with some of the bikers. Also, some of the local residents came to see and admire the bikes.

I went along to find out for myself what this rally had to offer. I've never been to a small chapter rally, but this one was impressive with a lot of hard work put into it to make it a success. The rally had the same atmosphere of its bigger sister, the European Rally. The security was tight. Even if both biker and bike were well-known, identification tags were still checked at the main gates. More than 220 bikes and 300 members passed through, over double the attendance last year, when the weather was rather poor. HOG members were given a bag of goodies, such as a commemorative rally T-shirt, a ride pin and a program.

The organizers could not have picked a better weekend. It was a sub-tropical heat wave with local temperatures well into the 90s. That of course, helped to attract more bikers to the rally, which kicked off on Friday morning. Later that evening, two live bands entertained everyone in the big marquee.

On Saturday morning there came the distant sound of a helicopter. As it landed within the cordoned-off area beside the campsite, it caused considerable excitement among the bikers' children. Helicopter rides cost a very reasonable $21 for approximately four minutes. I took a ride and saw the magnificent views of Marlow and the snaking bends of the river Thames. River launches cruised up and down the river leaving long ripples of water glinting in the bright sunlight. The passengers were very impressed with the surrounding countryside and I, being a local resident, couldn't agree more as we hovered over scattered

woodlands, sloping valleys, rich green fields divided by miles of hedgerows, and small outlying hamlets and villages.

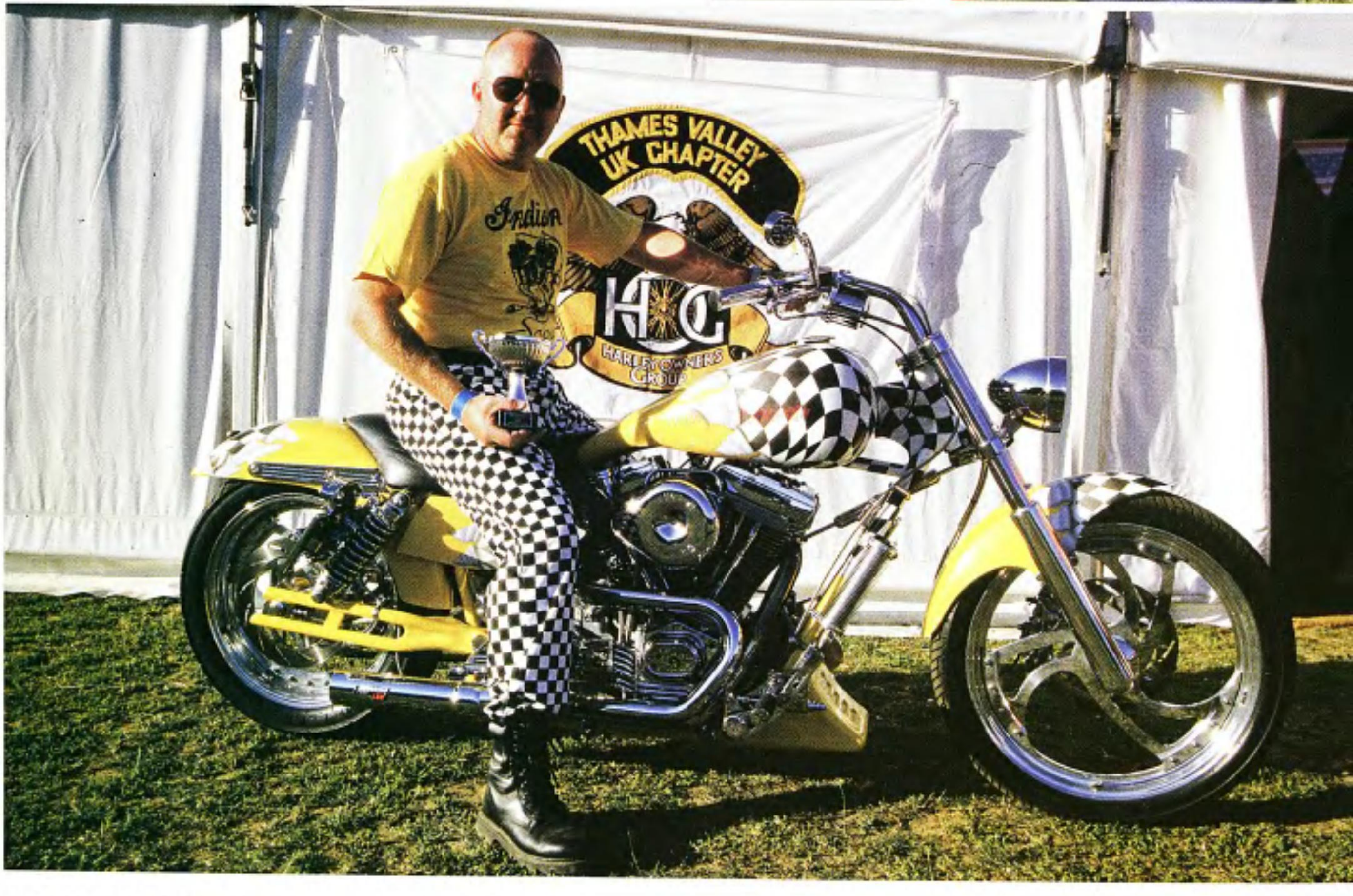
On last year's program there were a few hot-air balloons, but they didn't take off due to unsettled weather. For next year, the chapter committee hopes to attract about 10 balloons.

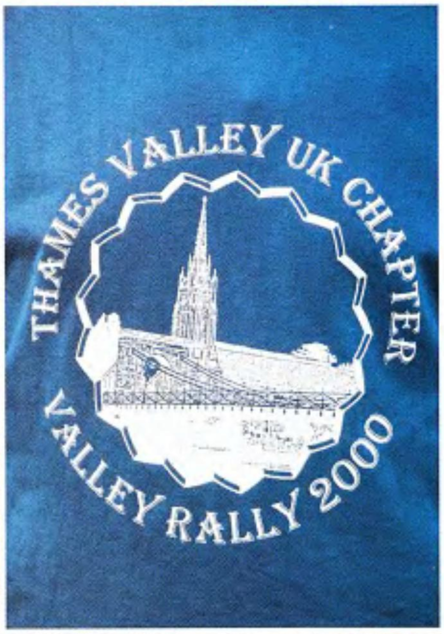
Seven chapters attended the rally such as Chiltern Hills and New Forest. A group of bikers from a chapter in Scotland came too. They must have been a very dedicated bunch to ride all this way. Good for them. We were pleased to have them. A former New Forest Chapter member now living in New Zealand, Jo Hughes, came back especially to see all her friends. A South African visitor stopped by briefly with just hours to spare before his return flight to Cape Town. He owns seven Harleys plus several other makes of bikes.

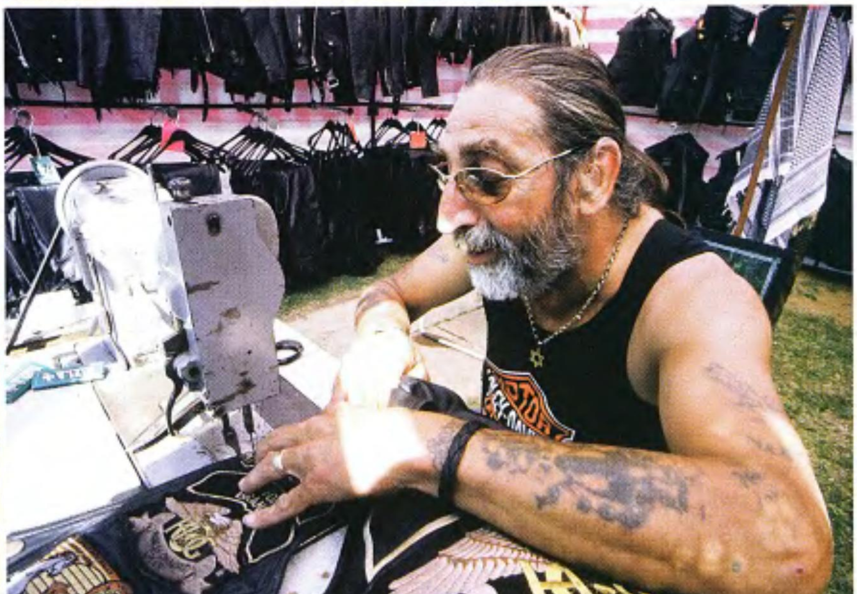
Saturday afternoons are a very popular time for church weddings in the British Isles, and I took a short break to attend a local wedding at a nearby hotel. The bells from the Marlow church were ringing out loudly only to be drowned out by the distinctive rumbling sounds coming from the many Harleys crisscrossing the famous suspension bridge over the River Thames. A wedding guest approached me and said, "Those Harleys create a great sound. You can't hear the church bells." I could not agree more!

With a change of clothes after the wedding, I was back in time to see the biker games at the rally. The ride-in bike show produced some very impressive rides. The chapter's invited guests included 12-year-old VIP Matthew O'Sullivan in his wheelchair from the Muscular Dystrophy Association. The chapter gave him and his family a complimentary ride in the helicopter, which they thoroughly enjoyed. There were a variety of vendors on display, locally brewed beers with lager flowing, while the caterers sold simple snacks. The Saturday evening entertainment went down with a bang. It was a full house in the big marquee where local bands rocked the night away.

*—Richard Sowersby*







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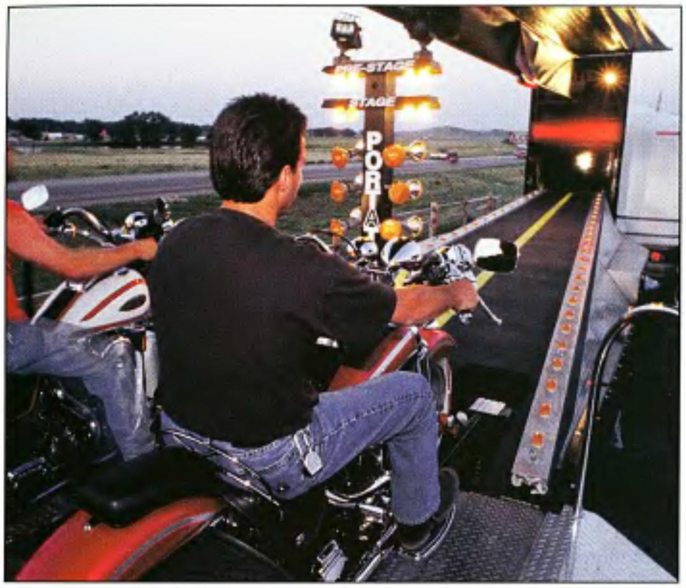


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| 4/26-4/29 | Laughlin River Run - Laughlin, NV |
| 5/4-5/6 | Virginia Beach, VA- Bike Week Classics KOA on General Booth Blvd. |

| | |
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| 4/21-4/22 | Easyriders of Dallas, TX |
| 4/26-4/29 | Laughlin River Run - Laughlin, NV |
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| 5/11-5/12 | Easyriders of Kansas, Overland Park, KS |
| 5/14-5/20 | Myrtle Beach, SC Broadway at the Beach |
| 5/24-5/26 | Rocket Roundup - Myrtle Beach Convention Center, Myrtle Bch, SC |
| 6/1-6/3 | Easyriders of North Carolina Mecklenburg, NC |
| 6/8-6/9 | Buds Harley-Davidson-Evansville, IN |
| 6/10-6/17 | Laconia, NH Bike Week "Fun Spot" |
| 6/22-6/24 | American Thunder Stockman Hotel & Casino in Elko, NV |
| 6/29-7/1 | Campbells Harley-Davidson - Marion, IL |

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|---|---|
| 7/6-7/8 | Open |
| 7/13-7/15 | Open |
| 7/20-7/22 | 9th Annual Little Sturgis - Sturgis, KY |
| 7/26-7/28 | Valkyrie Riders Rally - Zanesville, OH |
| 8/3-8/5 & 8/8 | Full Throttle Saloon - Sturgis, SD |
| 8/6-8/7 & 8/9-8/12 | Harley-Davidson Inc. - Rapid City, SD |
| 8/17-8/19 | Open |
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| 8/30-9/3 | Easyriders Rodeo - Chillicothe, OH |
| 9/7-9/9 | Open |
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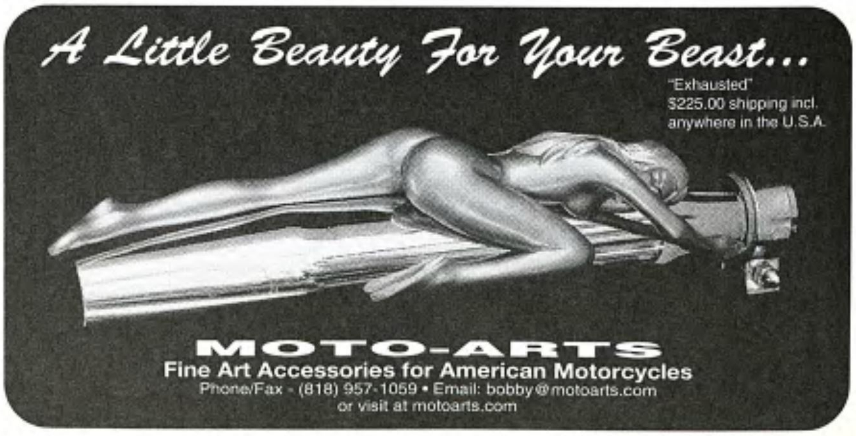
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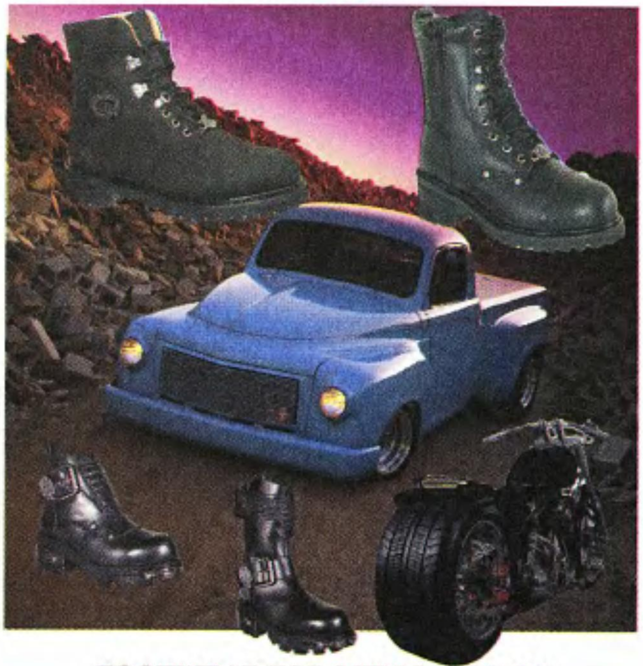

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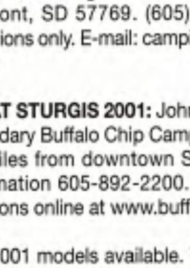

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## Total Performance Pro-SeriesOil Pump

### An Oil Pump That Delivers Oil To The Cranksaft At Idle!!!

We caught up with Tom Pirone, president of T.P. Engineering at our first annual V-Twin Expo trade show last winter in Cincinnati. Based in Dansbury Connecticut, T.P. Engineering has made a big name for itself and gained an even bigger reputation for designing and manufacturing top quality V-twin engine assemblies, transmissions, and driveline components.

A constant flow of clients kept the folks at T.P. Engineering very busy during the Expo, but we were able to draw Tom aside long enough to pick his brain, and find out more about the new Total Performance Pro-Series oil pump.

Tom explained that conventional oil pumps shut off their oil supply to the crankshaft at idle and won't start delivery of oil until the engine reaches 1900 rpm. To cure what he felt was an engineering flaw, Tom set off to design The T.P. Pro-Series billet oil pump. It has been engineered to give your engine a constant flow of oil to the crankshaft at any given rpm. This patented design will add life to your crank pin, to your rods, to your pistons, and even to your cylinders by drastically reducing the engine's overall operating temperature. Why so? Because all Harley-Davidson and similar V-twin engines are not only cooled by the air that's flowing around their cylinders, but also by the engine oil that's passing through their internal components, drawing heat away at the same time. Tom went on to explain that the oil's primary task is of course to lubricate all moving parts inside the engine, but its other purpose is to collect and dissipate the large amounts of heat that are generated within the engine.

As an added bonus, more oil than needed is supplied to the tappets and top end, thanks to a unique three-valve system.

The T.P. Pro-Series billet oil pump is available as an oil pump assembly or a complete kit with an additional slotted breather gear and oil pump drive gears for both early and late models. According to T.P. Engineering, mounting a Pro-Series pump is a great way to protect your V-twin engine and extend its life, regardless of its performance level. Any motorcycle, from bar hopper to long-haul cruiser, will benefit from T.P.'s Pro-Series billet oil pump.

T.P. Engineering didn't waste any time at the V-Twin Trade Expo, signing up new dealers and taking orders. If that wasn't enough, the Connecticut-based company was honored during the event by receiving the V-Twin Award of Excellence for New Product Of The Year, for their Pro-Series billet oil pump.

As this goes to print, we hear that T.P. Engineering has many more irons in the fire, and more innovative products about to be released, so except to read more about these guys in the future.
*—Lafayette*

### Source

**Manufacturer:** T.P. Engineering
**Product:** T.P. Pro-Series billet oil pump
**Suggested Price:**
Oil Pump Assembly: $282.26;
Oil Pump plus optional breather gear and oil pump drive: $399.77
**Ordering:** T.P. Engineering, 5 Francis J. Clarke Circle, Bethel, CT 06801; (203) 744-4960
**Web site:** www.tpeng.com

Photos: provided by TP Engineering

# TechTips

## Maximum Upgrade With H MAXIMUM
### The Shocking Truth!

There comes a time in your life when you say, "enough is enough." Okay, so you had to be a badass and ride a rigid for a while so you could say to your friends that you're "old school." Then you wised up and bought yourself a scoot with a suspension. You need at least one for haulin' ass more than one block at a time. If you bought yourself one with external shocks like a Dyna or you went Cadillac style with a bagger then H Maximum has got a pair for you. Shocks that is. I should also mention to those of you on Sportsters that you can take advantage of this, too. A new school. A new idea also.

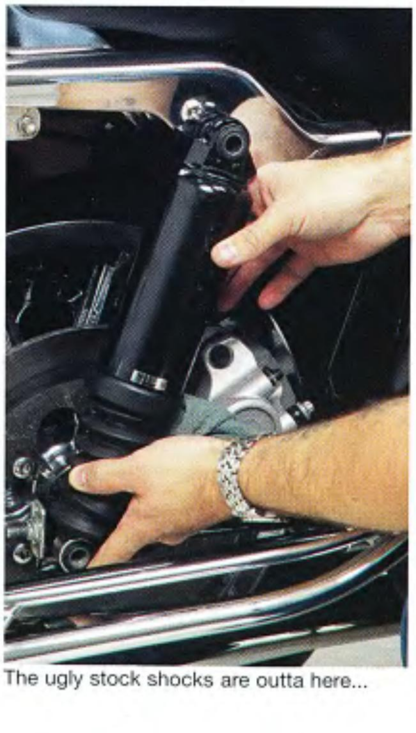
Even with the wonderful technology Harley has put into their current shocks, they still leave a lot to be desired. For those of you who have decided that it's better to show up at the next event feeling great rather than beat up from the ride, let me share a new find with you. These bitchin' H Maximum coil over shocks are the ticket to an E-ride. To give you a little history, a team of guys who have been building superior suspension systems for performance autos and trucks for the last 30 years created these shocks. I should also mention that they have been winning races for the last 30 years with this technology. The looks alone tell you they're something special.

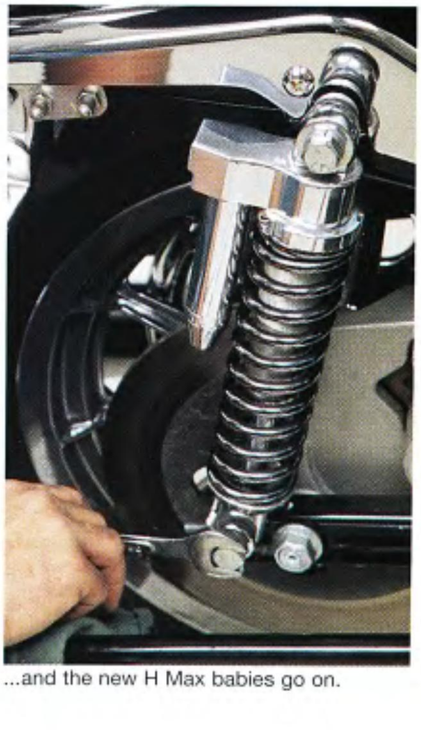
That little piggyback cylinder shaped like a bullet is where they stick the 110 psi of nitrogen. You can adjust this from 75 to 200 psi. The factory says you will never need to make an adjustment unless you are one who wants absolute perfect adjustment. I was told this only applies to those of you looking to race the canyons.

We all know that we each have a different riding style. There are two adjustments for fine-tuning these shocks located on the piggyback. You can adjust the compression and rebound to provide a perfect ride for your style of riding. Think about how many times you would love to make a little change to fit the mood. The nice part is it only takes about a minute to do it. Once they're installed and you take your first putt you can go from there. Some folks say these shocks are perfect straight out of the box.

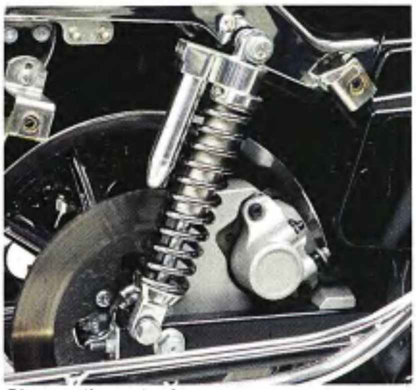
Make sure you look good.

Lose that air hose.

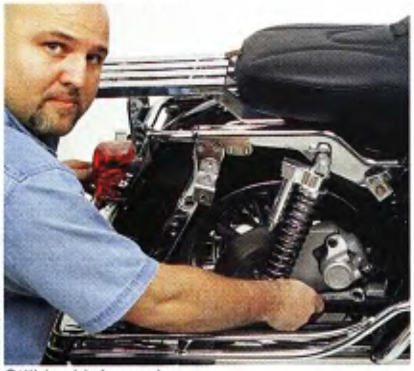

The ugly stock shocks are outta here...


...and the new H Max babies go on.

Adjustable damper.



Cleaner than stock.



Photos: Stan Miles

Still lookin' good.

Same shot as above for no damned reason!

One big advantage to these beautiful babies is the fact that you can adjust the ride height once they are on the bike. For example if you purchase the 11-inch version you can adjust them to give you an extra inch of clearance for those times you decide to pick up heavier loads! The same goes for the 12-inch ones.

These could well be the last pair of shocks you need to buy. One of the greatest advantages to H Maximum shocks is that they're completely rebuildable. The larger shaft is just one of many internal features that make this shock wear for life. Not having to spend money to replace shocks that wear out under hard riding or just plain poor workmanship is a plus.

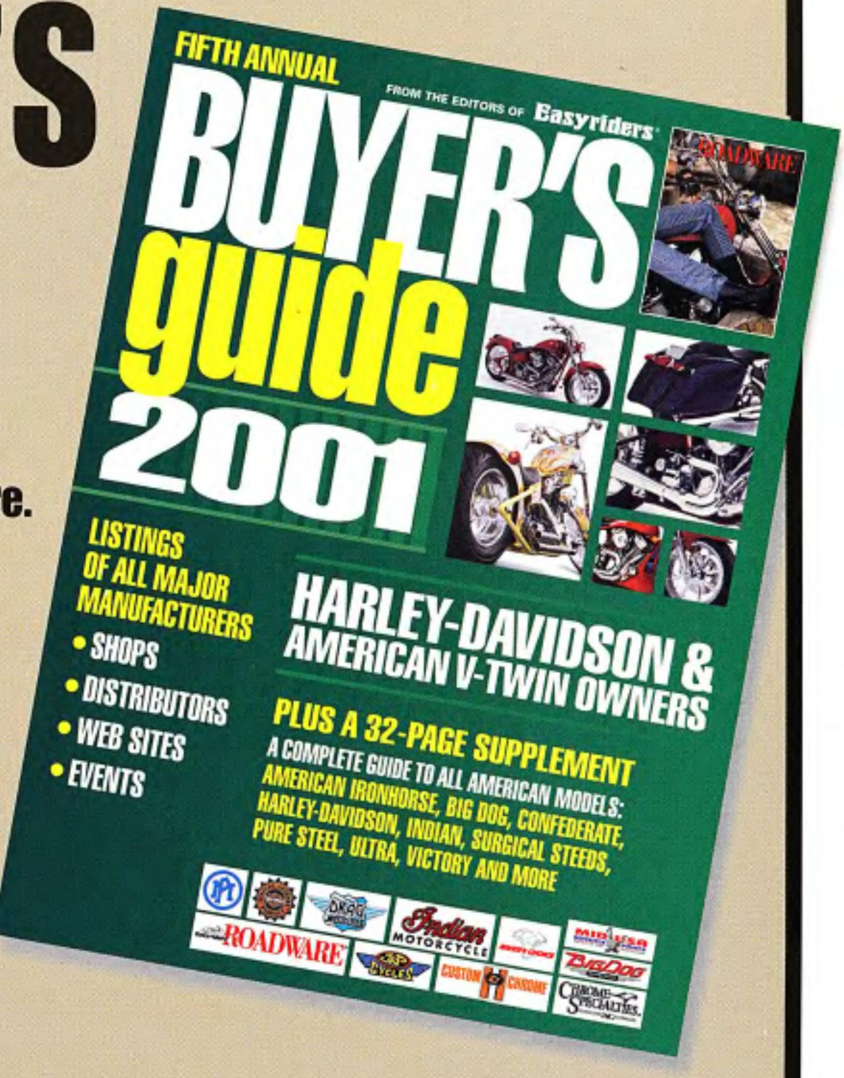
We had a chance to install a set on a bagger just to see if the claims were all true, and it turned out that we were not disappointed. They installed in about 15 minutes. Of course you need a jack to get the bike off the ground first and a wrench to fit your shock bolts but the rest is a breeze. One more thing, these shocks are 100% made in the USA, so rush out in a buying frenzy and get them right away!

If you're looking for the perfect ride, call H Maximum at (562) 463-8145.

*—Big Daddy*

Too bad they're gonna be covered with bags.

# THE FIFTH ANNUAL BUYER'S GUIDE

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## Accurate Built
## New 96-Cubic-Inch 4-Valve Engine

A good engine should have quality parts and reasonable tolerances for minimal break-in and maximum longevity. Even when we get a kit engine to assemble, we get the parts unfinished so that they can hold the tolerances that are needed for that specific engine.

Accurate Engineering builds motors right and when we decided to put a new mill together Berry Wardlaw of Accurate Engineering in Dothan, Alabama, offered the use of his shop and services.

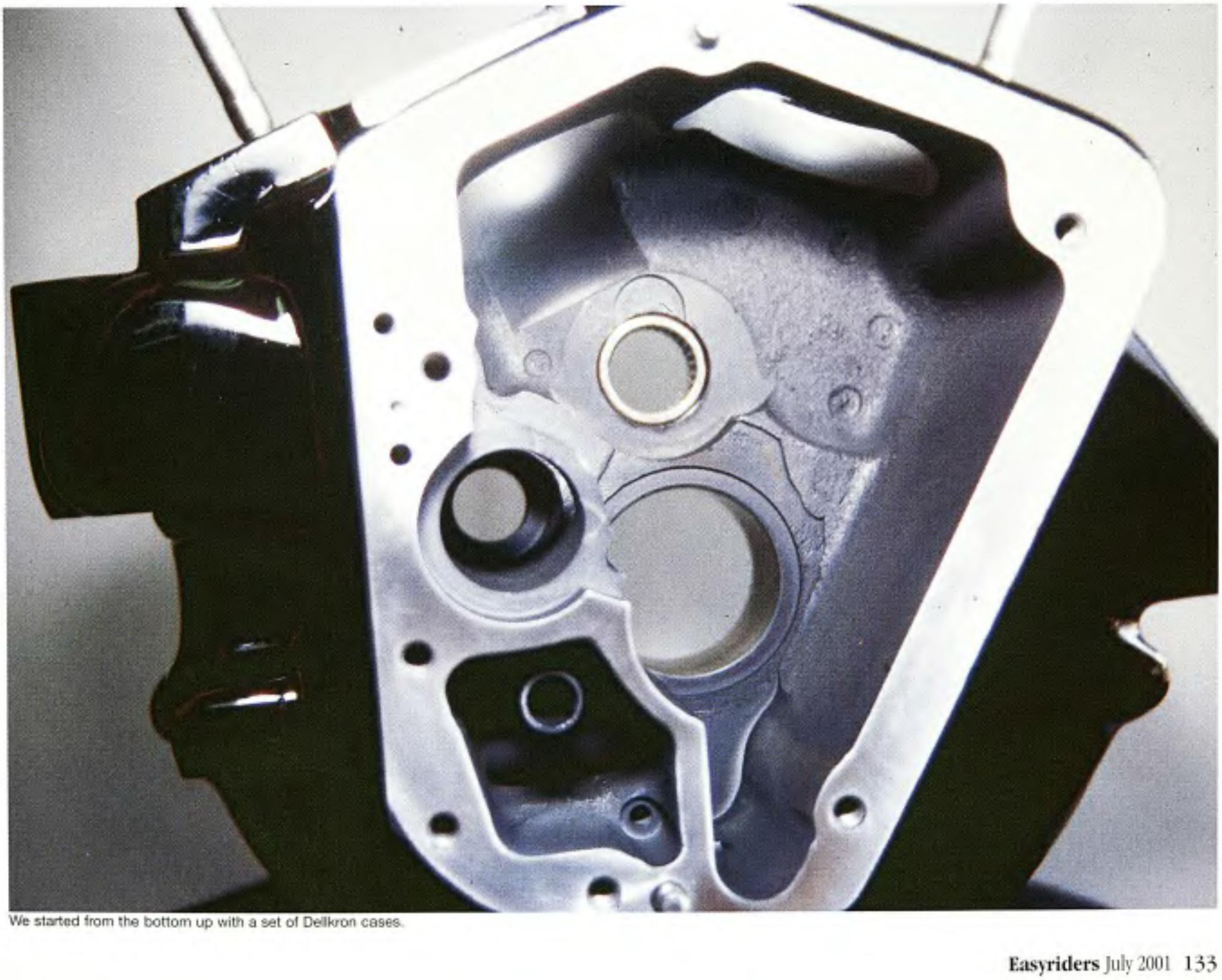
We started off with a set of Delkron engine cases, S&S 4 5/8 flywheels, rods, 3 5/8 cylinders, 1900 Series forged pistons with blank domes, an S&S oil pump, JIMS cobalt crank pin, pinion and sprocket shafts. Also, lifters and lifter blocks, Hastings rings, a Crane H-310-2 cam, and a set of American Quantum 4-valve heads and stainless valves. James Gaskets were used throughout the engine.

All parts were fitted and modified, cleaned, polished, and or coated. External parts were polished or painted. Internal parts were coated with a dry-film, thermal-dispersant coating, which is used to shed oil and dissipate heat. A ceramic-barrier coating and thermal-barrier coating were used to stop parts from absorbing heat.

After all parts were modified, cleaned and prepped, the assembly process began. A classic reason for checking parts from different companies can be seen in this situation, where we used S&S cylinders on a Delkron case. The oil return holes did not line up properly. This was fixed by welding the existing hole, remachining the deck and redrilling the new oil drain.

The sump plate was also built up and strips welded to the sides and then remachined to follow the contour of the crankcases. Further modifications were made to the drain plug hole so that it would accept the NPT drain plug with the magnet from S&S. The breather window was modified to meet the new recommendations from S&S, as we were using their new rotary breather.

Because of shaft differences, and using JIMS shafts and S&S flywheels, the flywheels had to be machined to get the right inset depth and proper clearance between the snap ring and the bearing housing. Cylinder studs were chromoly installed to a height of 5.570 using a drop of red Locktite on the crankcase end. A Torrington B-138 bearing was installed in the right case. S&S 1900 Series forged



We started from the bottom up with a set of Dellkron cases.

pistons were clearanced at .0015 with blank domes. The domes were then cut .070 below deck in the center of the piston and .035 above deck on each end to provide proper squish. The gasket has dowel O-rings built into it. Valve reliefs followed the original instructions from Feuling.

The pistons, rings, pins, rods and related parts were also balanced. The flywheels were statically balanced at 60%. Then the pinion shaft was installed; the nut was lapped flat using 400 paper on glass. The pinion was torqued to 275 foot-pounds. The process was repeated on the sprocket shaft, which was torqued to 400 foot-pounds, with 350 foot-pounds on the crank pin nuts.

When setting up the pinion shaft bearings we used the one-piece caged pinion bearing as opposed to the multiple-piece caged bearing for a better fit. The one piece appears to carry more of a straight load, has less rotating parts and less area for friction due to less pieces.

The sprocket shaft bearing was heated slightly on the inner race with map gas to ease in its installation. It was allowed to cool then was lubricated and installed in the left case half. The outer bearing was installed and the end play checked. The seal was installed so that it was cup shaped, which is not how you would normally see it. This keeps the primary oil out of the engine.

The pinion bearing was lubricated and the right case half installed and torqued to 25 foot-pounds using the Harley-Davidson pattern.

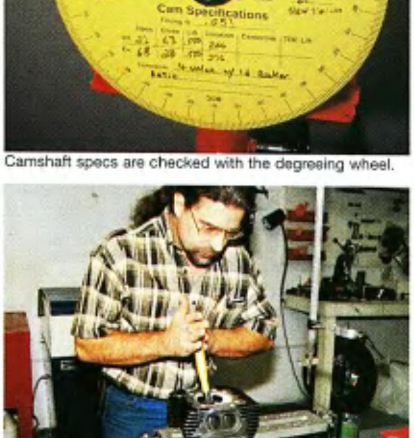
While the flywheels were being set up the cylinders were being prepared for boring and honing. Special aluminum torque plates were used along with gaskets and torqued to 25 foot-pounds, then 35 and finally, 45 foot-pounds. They were bored and then honed using a AN500 Sunnen hone and finished to .0001 of final size and then plateau brush finished, which is a 280 grit.

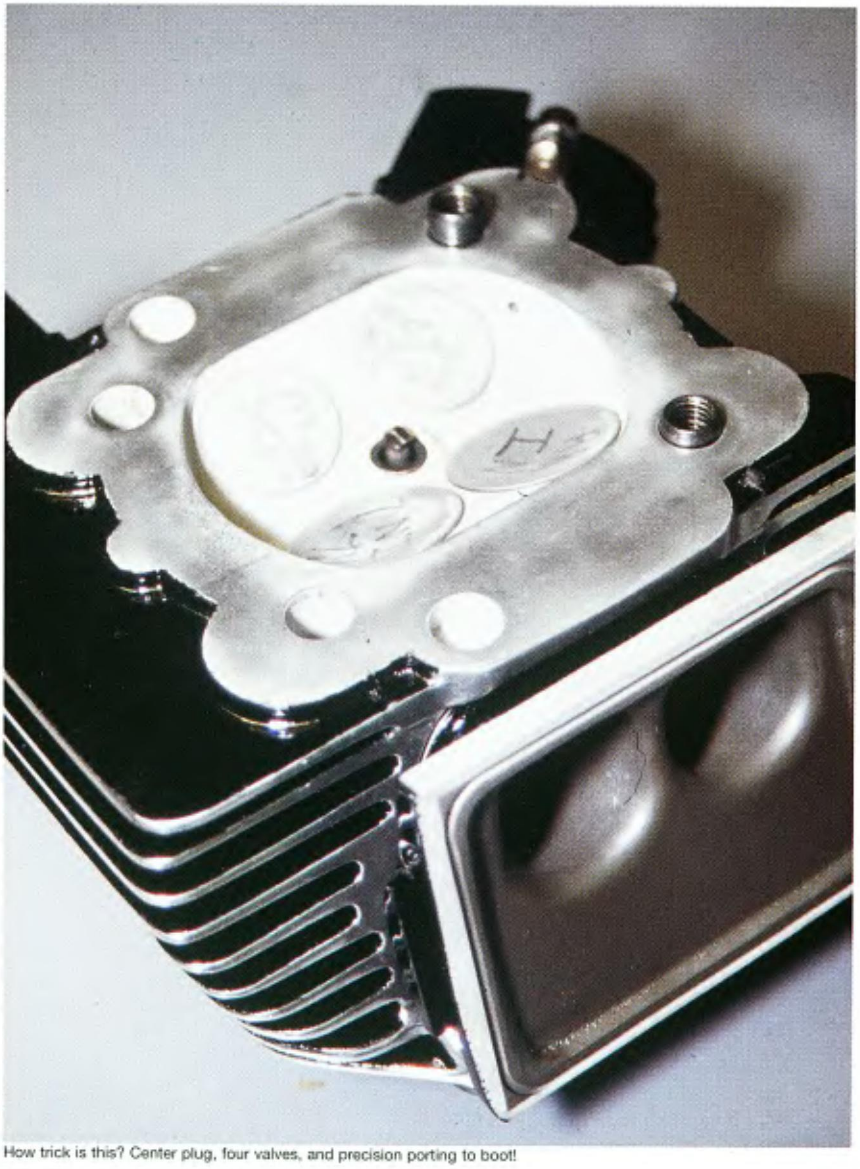
After the cylinders are honed and cleaned, the ring end gap was set. The top ring was set up with .006 per inch of bore and the second ring was set up with .005 per inch. The pistons with rings installed were put on the rods and the cylinders installed and secured.

A dial indicator was installed and measured top dead center of the front piston. A degree wheel was installed and the engine was then turned backwards (clockwise) and the 25-degree timing mark installed. This turned out to be the same as our calculations of .281 using the

Protecting sleeves on the cylinder studs save the piston skirts from getting nicked during assembly.

Camshaft specs are checked with the degreeing wheel.


Lapping all valves ensures optimum fit.


How trick is this? Center plug, four valves, and precision porting to boot!

dial indicator. The same procedure was performed on the rear cylinder. The oil pump had the check ball seat reestablished using a special cutter before installation.

A degree wheel was also used to check timing marks and to set up the crankcase breather. Since we were using the new S&S breather with the elongated oil evacuation hole, the breather timing was set to open at 17 degrees after T.D.C. and closing at 82 after B.D.C. JIMS lifter blocks and lifters were installed with a clearance of .001 between lifter and housing.

The 4-valve heads were cleaned up by relieving the area behind the valve in the combustion chamber and then rechecked to make sure they were the same cubic centimeters. The intake runners were ported, matched to the heads and rough casting removed. It should be noted that no extra material was removed or polishing done to the intake.

The cylinder head valve seats were cut with seven angles using a Sunnen VGS with cutters supplied from Sunnen. Valves were updated to stainless with a hardness of 55 on the C Rockwell Scale. The valves were coated on the stem with a dry-film, thermal-dispersant coating; the face of the valves and the neck of the exhaust valve were coated with ceramic. The combustion chamber is ceramic coated. The heads were flowed on a SuperFlow SF300/600 using a single-spigot intake manifold plenum and installed using the Harley-Davidson pattern.

The rocker boxes were torqued and a set of adjustable pushrods used to determine the length of the pushrod we would use. A set of chrome-moly, one-piece pushrods were then made and their lengths recorded for future reference.

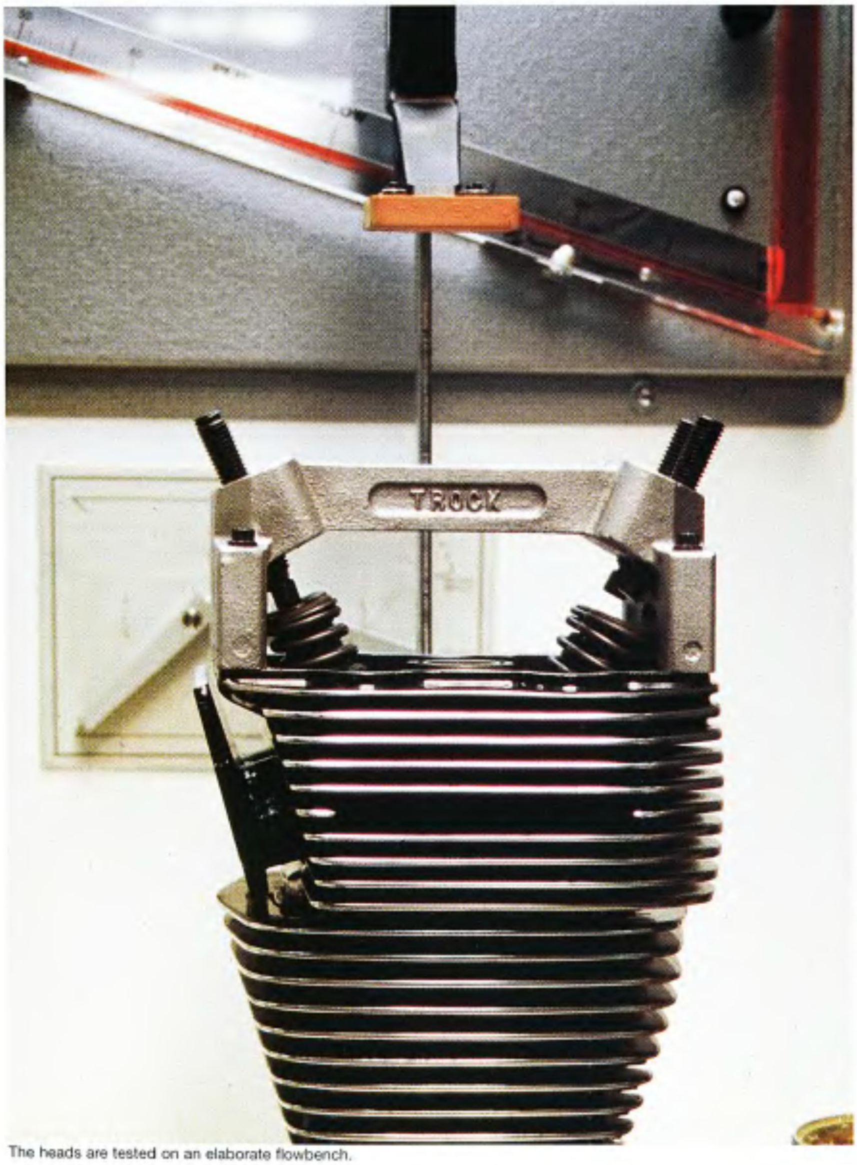
The intake plenum intake port was modified to accept a bolt and eliminate the need for a nut. A 42-mm Mikuni carburetor was installed with the idle setting adjuster modified by shortening the brass flange and the spring to get a slightly higher idle setting.

A Dyna 2000I Programmable Digital Ignition System was chosen because it has a timing mode for 25 degrees.

All parts were pre-lubed during assembly. The engine was put on the test stand and the oil pump bled, timing checked, and it fired right away.

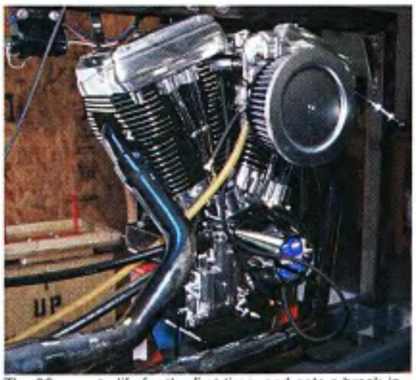
I have over 10,000 miles on this motor, and the only thing I have done to it is change the oil, and the only problems that I have is keeping the front wheel on the ground and wearing out the rear tire.

*—Rogue*



The heads are tested on an elaborate flowbench.

The heads are carefully torqued, using a torque wrench.


The 96 roars to life for the first time, and gets a break-in.

## Source

**Accurate Engineering**
128 Southgate Road
Dothan, Alabama 36301
(334) 702-1993

**American Quantum Cycles**
731 Washburn Road
Melbourne, Florida 32934
(321) 752-0008

Photos: Rogue

# Dress-Up Guide

Bolting on dress-up accessories is often the very first step that any motorcycle owner takes to personalize his ride. These trinkets are usually pretty affordable and allow you to express yourself without having to tear anything up. Mounting these covers is usually a quick project that can be tackled even by the most novice wrench in a matter of minutes, right there in the driveway.

Probably more than any other bolt-on component, dress-up parts (derby, inspection, points covers, etc.) are subject to fads and can be changed according to your mood or to the message that you wish to send out to those who see your scoot.

If the classic "Live To Ride, Ride To Live" design is still around, it is by far not the only way to go, and examples shown in the following pages will prove it. Because we don't have 16 pages to dedicate to this guide of dress-up accessories, we had to select only a few of the hundreds of bitchin' designs that are out there today. Some of them are classics and have been around for ages, so we didn't bother with them. Instead, we tried to find the new, cool stuff that just came out. The problem is, new trick accessories arrive on the market practically on a daily basis, and we just can't keep up with the creativity of accessory designers.

There are custom covers for every taste and every budget. Some of the more affordable ones are made of chromed cast alloy, while other fancier dress-up accessories are CNC machined, out of expensive billet aluminum, then polished to a high luster, or show-chromed.

To try and stay up-to-date, we turned to some of the big retailers to help us in this tricky task. They suggested a few of their hottest designs, but we still had to cut the list down. We were also approached by newer companies that offered interesting accessories, so here it all is, more covers than you could bolt onto your scooter if you changed your mind every week.

If you don't find the design that's right for you, just wait five minutes; chances are that it is now available from one of these manufacturers and distributors.

*—Lafayette*

**BIKER'S CHOICE**

To see a bunch more rad dress-up accessories consult your Biker's Choice catalog, or visit their website at: **www.bikerschoice.com**

## CHROME SPECIALTIES

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Many more dress-up designs are available through Custom Chrome, at your local dealer's, or hit the Web at: **www.customchrome.com**


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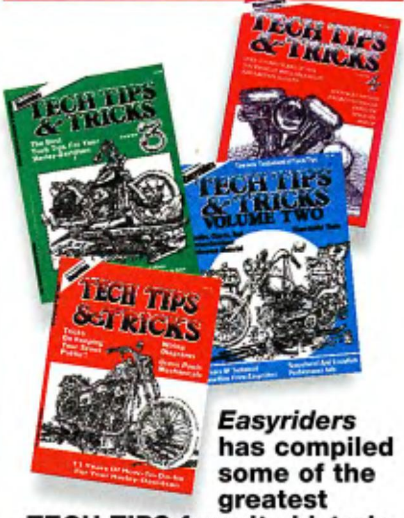


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## XTREME MACHINE

Check out Xtreme Machine's dress-up accessories, and much, much more cool billet stuff: Xtreme Machine, 2265 West Morton Rd., Jacksonville, IL 62650; (217) 291-0200; **www.xtrememachineusa.com**

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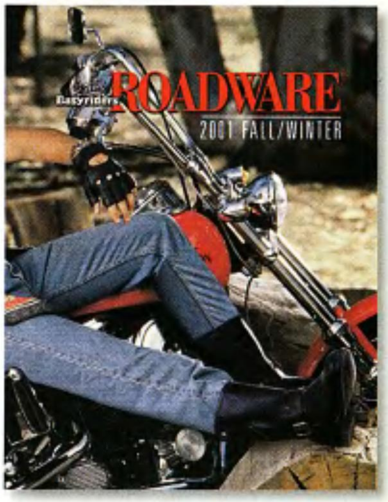


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### Lucas Hili
### Saddle Brook, New Jersey
### 2000 Softail

Photos: owner

Here we have the story of a true fool. An April Fool, that is. I think. But I'll let the fool, I mean Lucas, tell the story: "The bike is a 2000 Softail Deuce. I took it apart two weeks after I got it (April Fool's Day 2000) to repair some minor rear end damage from a small hit." Now, correct me if I'm wrong, but based on the fact that he had some minor damage (presumably a small dent in the rear fender), this dude took apart the entire brand-new bike, right? I thought so.

"I then custom-made a set of fiberglass saddlebags and wrapped them in leather," he goes on to educate us, "because I don't like off-the-shelf parts." Makes perfect sense. "I also ran internal lines and cables for the throttle, brake, and hydraulic clutch to clean up the look of the 18-inch apes with the 2-inch risers." Then he did some more stuff to improve the optical appearance, like moving the coil between the "V" and mounting it on a custom-made bracket, which also holds the high-beam switch. He covered the whole thing with a skull.

But wait, there's more: To smooth out the look a bit further, he got rid of the horn, signals, and all electric stuff on the handlebars. He extended the stock forward controls 2 inches, lowered the rear suspension, and put a Performance Machine Vintage wheel on the front end. "With the help of a Mikuni carb, Andrews cams, ported and polished heads, and 95 cubes in the barrels, I have about a 100 horses on the rear wheel."

He finished working on his sled on June 30, 2000, and two days later embarked upon a journey from his home in New Jersey to California, with stops in Canada and Mexico. "I traveled 11,000 miles in one month," he boasts. Just one question, dude: Every time you sit on the crapper, do you rebuild your entire outhouse and take it around the country, too? *—Tripper*

# ReadersRides

**Jay Jacobs**
**Warsaw, Indianapolis**
**1997 Custom Pro Street**

This '97 Custom Pro Street comes to us with very high recommendations. "I've had the bike in 20 bike shows around my area and have won first place at all of them, and I've won 12 Best of Show awards," says Jay. "One award was even at a car show where my bike was entered in the Convertible class."

And if you thought it would be even more amazing to hear that this is "the first bike that I've built from scratch," as Jay points out, hold on to your suspenders! I'm gonna floor you now with the fact that Jay built the entire bike in his family room on white carpet!

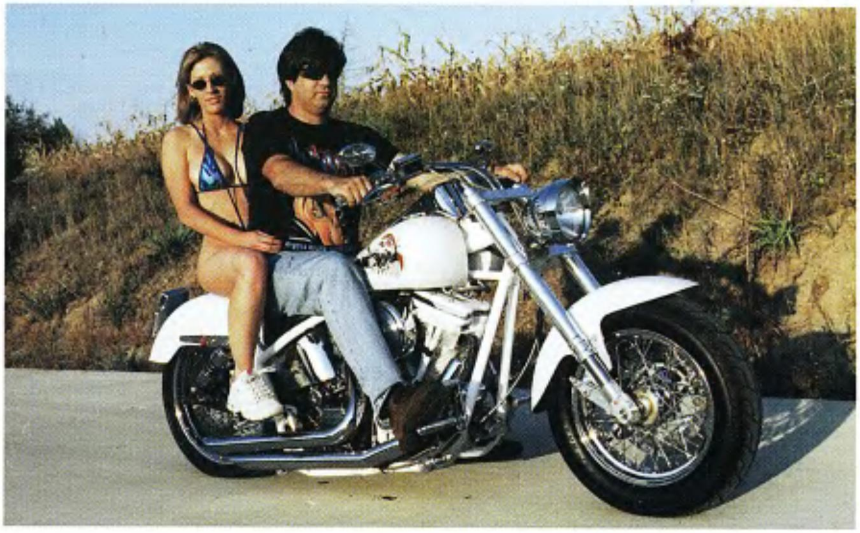
"My wife loved that," he says.

My first question would be, how did you even spot it there? And then maybe, are you still married? But luckily, I'm not asking questions here. Jay wisely removed one of the potential problems early on by paying someone else to powdercoat the frame and motor. Although, maybe he tried to paint the bike himself and that's why the carpet is now white. But we are assured that everything else was indeed done by Jay himself. It took him a full two years to build this bike, which seems like a long time until we realize that the bike had two primary functions in Jay's family room. One's pretty obvious, but the other we can only deduce when Jay lets us in on a little secret. He says, "once the bike was done, my wife bought me a recliner to watch TV from instead of the bike."

I guess she got tired of him watching Easyriders videos and screaming "Vroom! Vroom!" while holding on to the handlebars. But if he actually does ride it out on the streets, he's blessed with a panoply of powerful propulsion implements, like an 89-cubic-inch Harley/S&S motor, Crane HI-4 ignition, and a 5-speed tranny with Andrews gears, just to mention a few. It's also good to know that these pages still manage to inspire. "I decided to build my bike after I saw Hector Sedano's Bad Ass bike in your magazine," Jay adds.

It's nice to be appreciated.

*—Tripper*



Photos: owner

**Hurbert Long**
**Sioux City, Nevada**
**1990 Custom Softail**

Sue Long made two detrimental mistakes when informing us about the existence of her hubby's '90 Custom Softail: she didn't leave us her phone number, and she didn't tell us what her husband's name is. Which basically means I don't have a lot of info to impart on you, the curious reader, and it also means I have to give her ol' man a name as means of identifying him within the context of this little article. Hubert Long has a nice ring to it, don't you think?

"The transmission, engine, and frame are stock Harley-Davidson," Sue enlightens us, "and, as you can tell from the photos, everything else has been customized." Do tell! She blames the long Nebraska winters for giving Hubert "an excellent opportunity to rebuild his most prized possession," she adds. Do I hear the voice of jealousy here? Well, never mind. According to Sue, Hubert shipped the fenders and gas tanks to Tulsa, Oklahoma, four times to get the perfect ghost flames, which you can see, maybe not in these photos, but presumably when you're standing directly in front of the bike on a cloudless day at high noon. Which, of course, we're not.

Hubert also apparently "entered into at least 30 indoor/outdoor bike shows and competitions and has never walked away with less than first place." We can only assume she means the bike won and not Hubert himself, but I can't rightly confirm this.

Sue then cleverly closes her endearing missive by saying "...and I look forward to hearing from you!"

Well, Sue, tell Hubert he's got a nice little ride there, and I would certainly have liked to tell our readers more about its technical and mechanical merits, but on March 13, 2001, at approximately 4:16 p.m. PST, I repeatedly hollered your name as loudly as I could from our offices in Agoura Hills. You didn't answer me. However, some men in white coats and shoes came by shortly afterwards and put me in this nice little room with bouncy walls.

Thanks a lot for this unexpected vacation. Your friend... —*Tripper*

Photos: owner

# ReadersRides

## Bob Reilly
## Greensburg, Kentucky
## 1974 FXE

Photos: owner

You're looking at a '74 FXE shovelhead, and Bob is its original owner. The paint job on its tanks, done by a guy named Nathan West, is rumored be a portrait loosely based on the shovelhead's owner after one too many tequila shots, although I have to say that the air filter cover does him much more justice.

But seriously, folks... and this is, of course, a serious matter...Bob put 169,000 miles on that bike. In 27 years, that averages out to...carry the one... times 60...Hmm, looks like it comes out to just below a foot (.974 feet, to be exact) for every second the bike has been in existence. Of course, by the time you read this, it'll be a few thousand feet more, give or take a foot.

To get all these fleet feet, Bob, at some point, increased his inches. "I rebuilt the motor about 38,000 miles [or about 37,012 seconds] ago and stroked it to 88 inches with S&S wheels, pistons, and rods," Bob says. "The heads have been ported and flow balanced, and the cam is a Sifton .440 with solid lifters and Manley valves."

Of course, that's not the end of it. "The carb is an S&S Super E with a Yost atomizer installed, and the ignition is point fired Accel with Nology wires," Bob goes on. "I also installed a complete set of Andrews gears at the time I rebuilt the engine. It has a sealed primary and I'm running a Barnett Kevlar clutch wet." The pipes, by the way, are from Cycle Shack and are supported by a heavy-duty bracket Bob built himself. "I also made the risers, axles, and highway pegs from stainless steel. The front end was a bit of a chore as I mated a late model 80-spoke wheel to the original narrow glide. I had to make some serious mods to the lower legs."

Add to that some JayBrake slower-downers in the front and some from GMA in the rear, and you've got yourself an awesome shovelhead, ready to take you for at least another...hell, I don't know...half-a-million inches or so.

*—Tripper*

*"Oh, here you are! I been lookin' fer ya in all the bars!"*

DON'T HATE IT BECAUSE IT'S BEAUTIFUL!

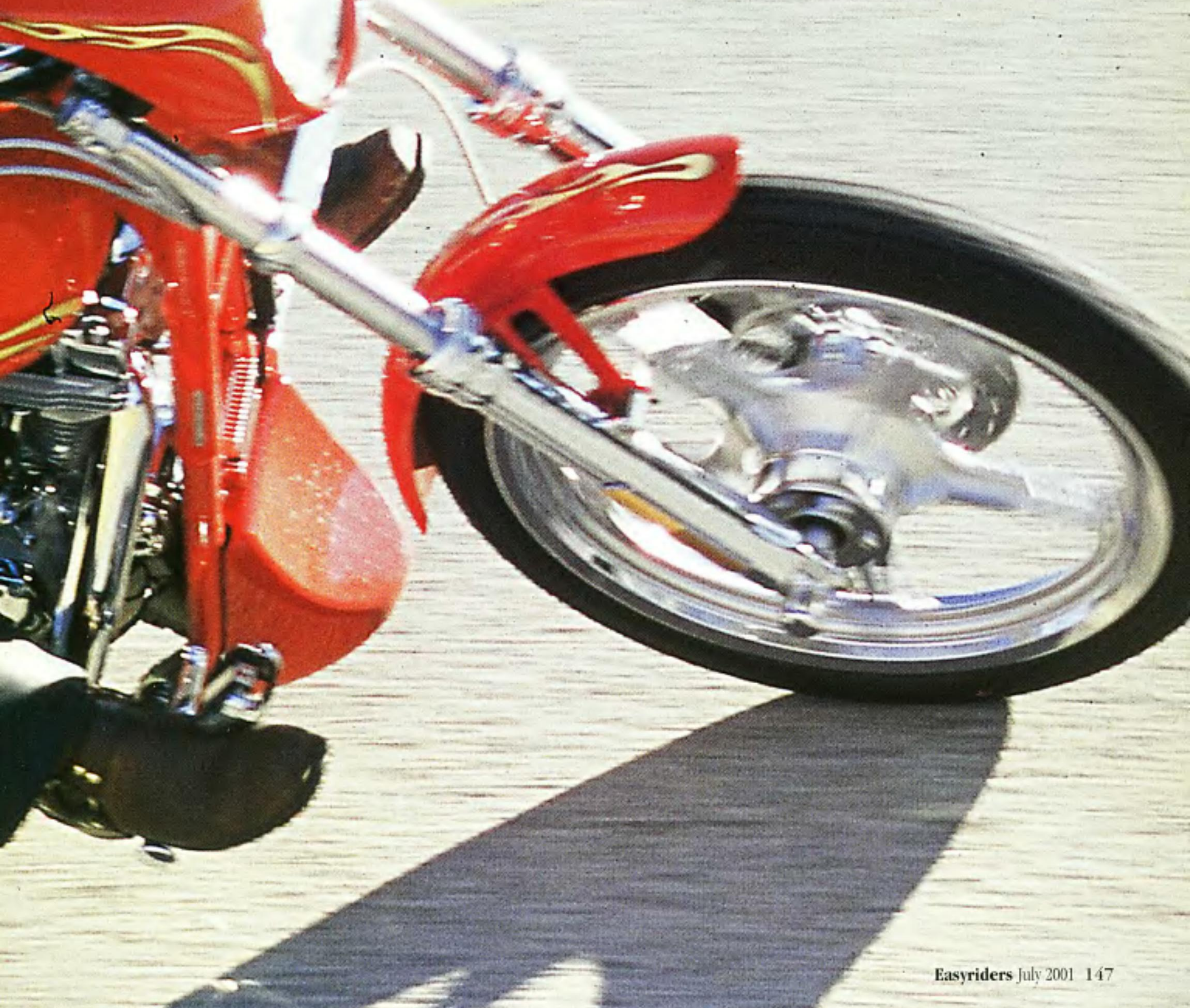
# Harley-Davidson Wide Glide II

Harley-Davidson has received both praises and a bit of flack since they started manufacturing limited edition factory custom bikes such as the FXR II, III, and Screamin' Eagle Road Glides.

Taste is a very personal thing and we all understand that no one can build a custom scooter that will float everyone's boat. Perfectly aware of this, Harley-Davidson created the CVO (Custom Vehicle Operations) Program and decided to offer middle-of-road customs that were guaranteed to find their way into the garages of modern riders with a taste for special bikes.

We have to tip our hats to the people in Milwaukee, who thought it possible to produce these special bikes. You see, when an established manufacturer that deals with mass-production wants to offer (in limited numbers) customized motorcycles, they still have to make them dependable, and serviceable by their authorized dealers. And this my friends, is why Harley-Davidson custom bikes are more "accessorized" than they are "customized".

If you've been reading *Easyriders* for while, you may have noticed that in the last couple of years, we've been promoting bikes with a certain "Old School" flavor. Needless to say, the "arrest-me red" Wide Glide II was a bit of a shock for some of us. We had nonetheless to keep an open mind, and gave this motorcycle a fair shot.



When the Wide Glide II arrived at our offices, the usual gathering of all the editorial hooligans took place outside the building, as the bike was wheeled out of the fleet center delivery truck. Taking a quick poll among the greasy tramps at hand revealed that initial feelings were mixed, about the bike's looks.

The FXWGII definitely has all the visual cues of a custom bike: a flashy paint scheme with flames, gobs of chrome accents, all kinds of luxurious accessories such as custom mirrors, foot pegs and foot controls, chromed lower fork legs, a classy seat, and even a frame that's painted to match the sheetmetal and the fiberglass air dam and mini fairing! All the flashy accessories used on the limited edition FXWGII are taken right out of Harley's Genuine Motor Accessories Catalog, making this bike a true rolling showcase for H-D's accessory line.

"OK, the Wide Glide II is a pretty bike that shines more than a vintage toaster, but what else does it do," you ask? Well aside from its flashy appearance, this rubber-mounted custom cruiser rides like a dream. With the low profile handlebars, this bike feels a lot like the Softail Deuce while going down the road. We felt that it inspires more rider's confidence than the standard bars do on a regular Wide Glide. The riding position is just fantastic for a 6-footer, and will accommodate shorter riders as well. If the Wide Glide II looks very different than its regular production counterpart, it behaves very much in the same, safe and predictable manner, and probably better. Although the bike has a low ride height, it isn't too detrimental to its rideability once you have carefully tested the limits of its lean angle.

This bike truly grew on us, proving to us just how rideable a custom bike can sometimes be. If this is any indication of what Harley-Davidson can do with their customs, sign us up for the next batch!

We got to meet Jim Hoffman, head of Harley-Davidson's CVO Program, during the V-Twin Expo trade show in Cincinnati this past February, and congratulated him for shaking things up at the old factory. We also forced him to listen to our fantasy about H-D offering an *Easyriders*' Signature Series bike, featuring a blacked out engine, black chrome shotgun pipes, high apehangers, and a slick black paintjob with a Pin Up girl painted on the tank. We'd swear we saw a spark in his eyes right then and there... Hey we can always dream, right? *—Lafayette*

*Look for an exclusive on Harley's new CVO "Mad Dog" Road King right here, coming soon!*

**Manufacturer:** ....Harley-Davidson

**General**

Year: ....................................2001
Model: ..............................FXDWGII
Dry weight: ..........................659 lbs
Seat height: ....................26 inches
Ground clearance: ..........4.9 inches

Engine

Make: ..................Harley-Davidson
Displacement: ......88-cubic-inches
Bore x Stroke: ....3.75-inch x 4-inch
Compression Ratio: ................8.9:1
Fuel delivery: ............CV carburetor
Exhaust: ............slash-cut mufflers

**Transmission**

Type: ..................................5-speed
Primary: ..............double-row chain

**Chassis**

Fabrication: ........vibration-isolated engine mounting system
Swingarm: ........................chromed
Rear suspension: ..........dual shock absorbers
Wheelbase: ..................65.3 inches
Rake: ...........................34 degrees

**Other Features** .............................

Color-matched headlight fairing and chin fairing;
Painted frame;
Silver and chrome Twin Cam power train;
New battery box, and coil cover;
New seat with tan leather and genuine ostrich inserts;
Full length chrome console;
New air cleaner, timing and derby cover;
LightningStar rear sprocket;
Factory security system with siren;
Teardrop floating rotors;
Silver brake calipers;
Chromed swingarm;
Chromed brake and shifter levers;
Chromed handlebars;
Billet-style handgrips and foot pegs;
Chrome billet shift linkage;
Chrome billet mirrors;
New turn signals;
Coated stainless steel braided; brake lines and cables

**Wheels**

**Front**

Type: ..........................LightningStar
Size: ....................................21-inch
Brake: ............single 11.5-inch disc
Tire: ..........................MH90-21 56H

**Rear**

Type: ..........................LightningStar
Size: ....................................16-inch
Brake: ............single 11.5-inch disc
Tire: ........................130/90B16 73H

**Photos:** ....Kim Petersen (action) / Stan Miles (studio)

*"C'mon, guys, you don't have to fight over me!"*

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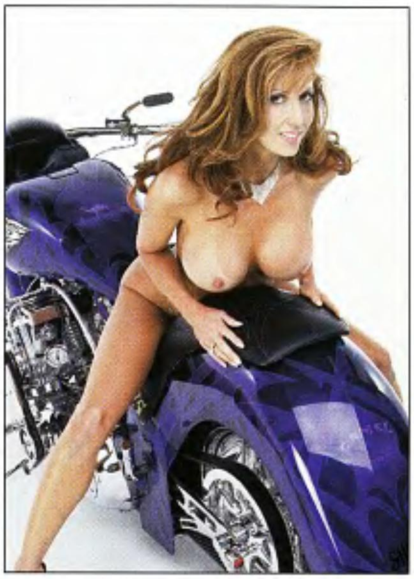
# ComingAtYa

The August issue of *Easyriders* (#338) is a sizzlin' summer sendoff featuring the best of the Laughlin River Run and dazzling Daytona racing action. You'll also find an enlightening Guide to Headlights, an interview with Indian's Chief and President Rey Sotelo, and the *Easyriders* picks for the Top 10 American Bikes for 2001.

Awesome bike features abound! Meet a biker hero whose story stunned the world, visit the world of ice racing, and a True Road Tale involving bein' broke, busted and broke down in Yuma.

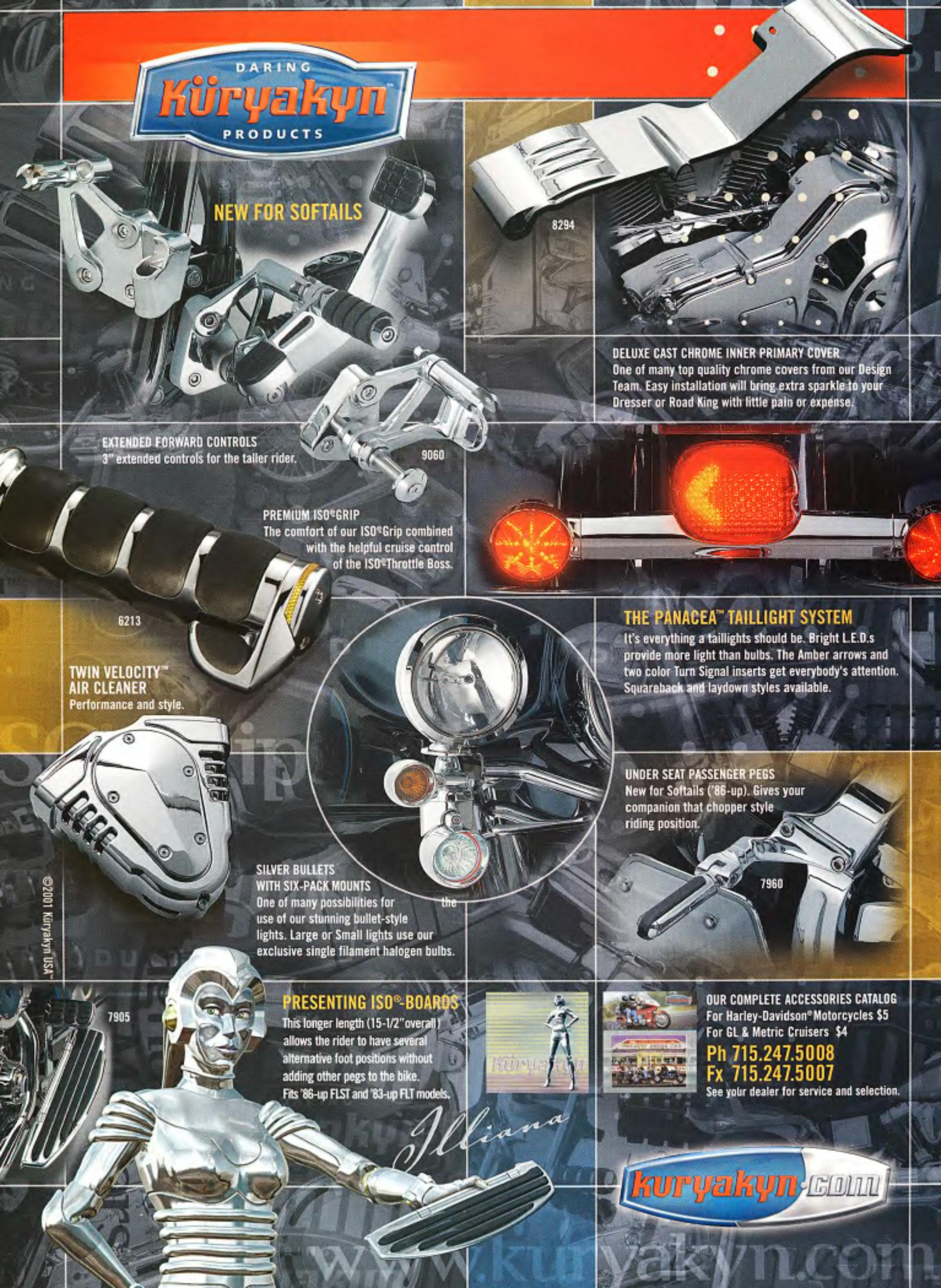
Our 32-page outsert focuses in on the "Best Babes of 2001" featuring the hottest girls to grace the pages of *Easyriders*, *In The Wind* and *Biker* magazines. This is one you gotta have. The August *Easyriders* is a scorcher! *On sale July 3.*



The July issue of *BIKER* features the 22nd Annual Harley Rendezvous, the Blackburn Fest in Iowa, and the Easyriders Bike Show in Charlotte, North Carolina, and a coupla pages on Daytona Bike Week. *On sale now*

The all-new *V-Twin* is here and issue #3 kicks serious booty! This is our Bike Show Special, including coverage of the Easyriders show in Memphis, you'll find out how to have *great sex* on your bike, it'll profile the wild wonders of master bike builder Randy Simpson, and will bring you an Emerald State ride to Washington's outrageous Oyster Run. As always, 10 great bike features will cover custom bikes from mild to wild, and a complete guide to aftermarket mega-motors for your custom bike project. All this and more is comin' your way in *V-Twin* #3. It's a Collector's Edition filled with gorgeous gals (like Ms. Cherry Bikini to your left there). If sex sells, then this issue oughtta be a runaway smash hit! Nab it before it becomes so much smoke in the wind. *On sale June 12.*

September's issue of *In The Wind* (#107) gets all over the 60th Daytona Bike Week bash with 32 pages of seaside fun. A 32-page outsert reviews the 2001 Easyriders Bike Show Tour. *On sale June 5.*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**Butler Fairgrounds**
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☆ **August 17, 18, 19**
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